

Sandy City 90th South Gateway Master Plan



Community Development Department



ORDINANCE #03-30

AN ORDINANCE AMENDING THE GENERAL PLAN FOR SANDY CITY
BY ADOPTING THE SANDY CITY 90TH SOUTH GATEWAY MASTER
PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City has the authority pursuant to Sections 10-9-301 et seq., Utah Code Ann. 1992, as amended, to make, adopt, amend, extend and add to a general plan for the physical development of the municipality; and

WHEREAS, the Sandy City planning staff has requested that the Sandy City General Plan be amended by adopting the Sandy City 90th South Gateway Master Plan to guide the future development for the northwest area of Sandy. The boundaries follow along 9400 South and State Street, north along State Street to approximately 8600 South (northern City boundary), west and northwest to approximately 8350 South and 700 West, south along 700 West to approximately 9100 South, east to I-15, south to 9400 South and west to State Street; and

WHEREAS, the Planning Commission has reviewed the amendment to the Sandy City General Plan at a public hearing held on August 7, 2003, notice of which hearing was posted in Sandy City Hall, Sandy Parks & Recreation, Salt Lake Community College and Sandy Library on July 9, 2003; and published in the Salt Lake Tribune on July 23, 2003; and has recommended the amendment to the City Council; and

WHEREAS, a public hearing was held on September 30, 2003 before the City Council to discuss the amendment to the Sandy City General Plan, notice of which hearing was posted in Sandy City Hall, Sandy Parks & Recreation, Salt Lake Community College, and Sandy Library on August 21, 2003; and published in the Salt Lake Tribune on September 15, 2003; and

WHEREAS, the City Council has determined that it would be in the best interests and promote the welfare of the City and its residents to amend the Sandy City General Plan by adopting the Sandy City 90th South Gateway Master Plan.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Sandy City as follows:

Section 1. The Sandy City General Plan is hereby amended by adopting the Sandy City 90th South Gateway Master Plan for guiding future development for the northwest area of Sandy. Such amendment to the City's General Plan is attached to this ordinance and made a part hereof.

Section 2. All former ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance or of the Code hereby adopted are hereby repealed.

Section 3. The provisions of this ordinance shall be severable; and if any provision thereof, or the application of such provision under any circumstances is held invalid, it shall not affect any other provision of this ordinance, or the application in a different circumstance.

Section 4. This ordinance shall become effective upon the publication of a summary thereof.

PASSED AND APPROVED this 14th day of October, 2003.



Dennis B. Tenney, Chairman
Sandy City Council

PRESENTED to the Mayor of Sandy City this 15 day of October, 2003.

APPROVED by the Mayor of Sandy City this 16th day of October, 2003.



Thomas M. Dolan, Mayor

ATTEST:



City Recorder

RECORDED this 16th day of October, 2003.

PUBLISHED this 21st day of October, 2003.

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Background

Purpose

The purpose of the Sandy City 90th South Gateway Master Plan is to present a comprehensive plan that guides the future development for the northwest area of Sandy. With a population approaching 100,000, Sandy City is the fourth largest municipality in the State of Utah, and is particularly well known for the high quality of life enjoyed by its citizens and its vibrant and booming commercial growth. Sandy is a family community where children attend nationally recognized schools and where many cultural and family events occur.



Public workshops such as this one in November 2002 provided opportunities for participants to prioritize solutions to many of the issues discussed.

A strong economy, low unemployment rate, strong family atmosphere, and some of the world's finest winter and summer recreational opportunities in close proximity, provide Sandy with a promising future, as long as this high quality of life can be preserved. This plan is to be used by residents, business owners, developers, property owners, City department staff, the Planning Commission, and the City Council as a policy guide for decisions made as to the type and intensity of infill and redevelopment throughout the 9000 South/I-15 Gateway area. The master plan should be used as a guidebook for consideration of private development, implementation of public improvements, and the preservation of community resources and amenities.

The process of developing this plan has allowed those involved to learn more about the opportunities, assets and needs of the study area in the context of it being a small but critical piece within a larger community. This process has also made it possible to set priorities and identify actions needed to ensure the success of the 9000 South Gateway area.

Planning Process

Existing development in the study area has been guided by a previous master plan prepared in 1996. The planning staff began the focused process of updating this plan in 2002. As the process developed, the study area was expanded to include areas that were not



Public workshop in November 2002.

part of the previous master plan. Therefore, this plan will update previous master plans and provide a new master plan for the entire study area.

This planning master process began with a series of community input workshops, which included a series of maps prepared by residents, property owners, business owners and other key stakeholders. These maps illustrated the desire for certain types of development patterns consistent with a more urbanized area.



Participants considering land uses for a vacant property during the land use and design workshop in November 2002.

A steering committee, which consisted of residents, business owners, property owners, developers, City Staff and City Officials, was formed to provide input, review, and give direction to the preparation of the master plan. Ongoing public input was obtained through public workshops and an open house where the community was invited to provide input to key recommendations. Once the steering committee supported the draft plan, the document was presented for public hearings held by the Planning Commission and City Council with final adoption by the City Council.

General Overview

The development of this master plan will promote citizen and business initiative to continue in the effort of revitalizing the area while providing a foundation for legislative decision-making. Cooperation between the City, businesses and residents is the key to continued successful development and redevelopment of the area. The following is a general overview of what this plan provides:

- Recommendations to provide efficient and expanded transportation options.
- Recommendations that encourage new land uses that are compatible with the existing adjacent land uses.
- Recommendations to integrate land uses with the existing and proposed transportation infrastructure.
- Recommendations that encourage economic growth and development.
- Recommendations that encourage expanded housing choices and additional affordable housing opportunities.
- Recommendations that encourage the preservation and expansion of



Participants presented land use ideas from a November 2002 workshop

- open space and trail networks.
- Recommendations to preserve and integrate existing neighborhoods.
- Recommendations to provide greater connectivity between existing and proposed land uses.
- Recommendations to encourage expanded service oriented business uses and other opportunities for local residents and employees to take advantage of.

Implementation

This master plan is a long-term vision for the 9000 South Gateway area. As this area continues to develop and redevelop, choices must be made that will satisfy the current needs while preserving the viability of the community for future generations. A phased approach to implementation is suggested later in this document which will require participation by all stakeholders: residents, business owners, property owners, City staff, and elected officials.

Short-term implementation will focus on areas that are presently undeveloped or underdeveloped. Some improvements may require a change in direction for projects that have already been considered but not yet built. In time, existing properties that are legally nonconforming can be redeveloped and improved to better meet the future needs of the entire community and create positive economic growth opportunities for the owners. In an area as highly developed as the 9000 South Gateway area, it is important that individual property rights are balanced with overall community goals and objectives. Maintaining the strong, diverse economy and family environment that characterize Sandy City today should continue to be a central focus in making wise decisions for the future.

Relationship to Sandy's General Plan

The Sandy City General Plan was initiated in 1978 as an attempt to assess and prepare for the impacts of different development elements on a City-wide basis. These elements included Transportation, Housing, Growth, Land Use, Community Identity, Commercial/Industrial and Community Facilities. Goals and policies were developed for each section and approved by the City Council. Many of these elements have been updated over the years and are still providing information and recommendations as a basis for consistent decision-making by the City.

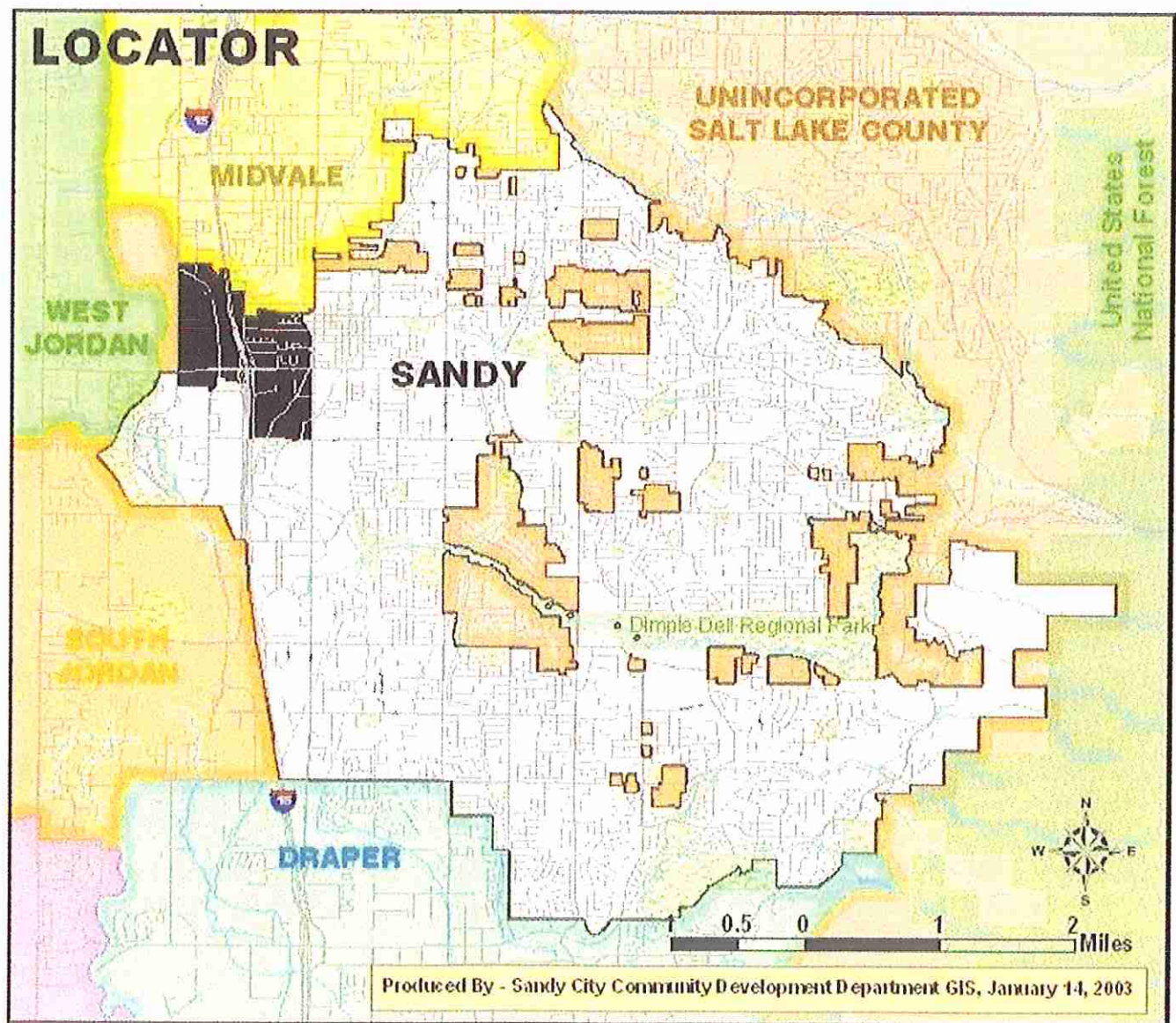
When this general planning process was initiated, however, it was quickly recognized that the 9000 South Gateway area needed some special treatment. The area has many different types of land uses that have very little connectivity and poor compatibility with each other and with the rest of the City. Therefore, planning for this area requires more than just scaling down a City-wide plan. Special consideration must be given to those characteristics which distinguish the plan area from the rest of the City. At the same time, however, the area is and must be treated as an integral part of its surroundings.

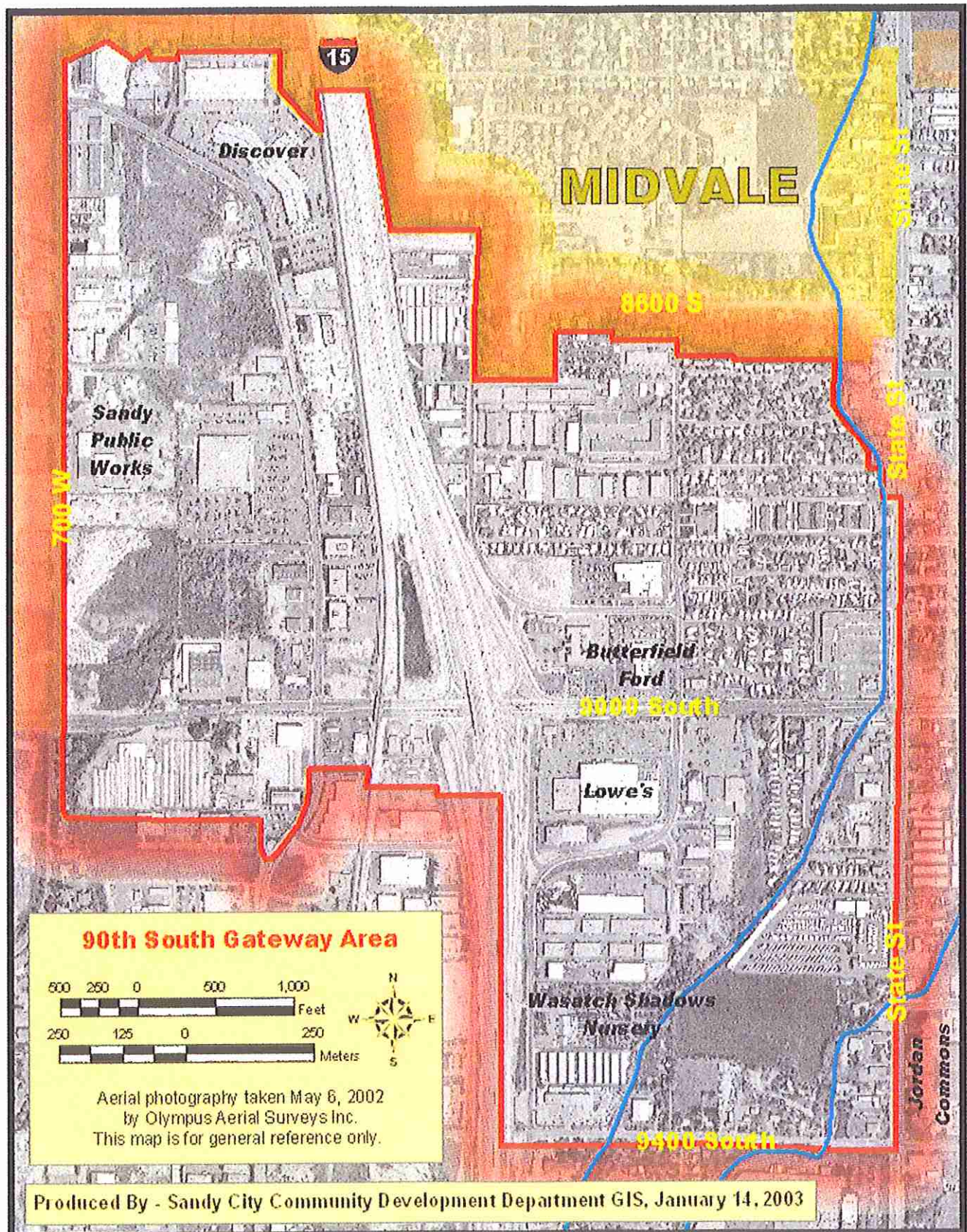
Developing a new and updated plan will help in providing current information and recommendations which will provide a basis for consistent decision-making by the City. Status as part of the General Plan ensures that the goals, policies and recommendations of the 90th South Gateway Master Plan will be carefully weighed as part of the future consideration of changes in land use designations within the 9000 South Gateway area.

Study Area

Description of the Study Area

The following map on page 5 indicates the boundaries of the Sandy City 90th South Gateway Master Plan study area within the context of the entire Sandy City community. The boundaries roughly are as follows: beginning at 9400 South and State Street, north along State Street to approximately 8600 South (northern City boundary), west and northwest to approximately 8350 South and 700 West, south along 700 West to approximately 9100 South, east to I-15, south to 9400 South and west to State Street. Information about the specific characteristics of the study area is included in the Existing Conditions section of this report.





Existing Land Uses and Zoning

Commercial Retail

Existing commercial retail uses in the study area are located primarily along 9000 South and State Street between 9400 South and 9000 South. A few restaurants, fast food establishments, small retail businesses, car dealerships and a couple of commercial centers with big box anchors are located primarily along 9000 South and on the west side of State Street.

At the intersection of 9400 South and State Street is the Jordan Commons Complex and the South Towne Exposition Center, although they are not part of the study area, they must be considered because of the impact they will have on future land use decisions on adjacent properties to the west that are part of the study area.

State Street has historically been a commercial corridor through Sandy. The commercial development along 9000 South has for the most part been developed around the 9000 South/I-15 Interchange. The most recent retail development has been more focused on the super-regional shopping in and around the South Towne Mall and the Auto Mall at 10600 South and State Street.

Commercial Office

Small-scale commercial office space exists along most major roadways, including 9000 South, State Street, and Sandy Parkway. More recent developments of much greater density and significance have been developed along Sandy Parkway. These uses include some large scale office, small scale office and several office warehouse buildings. Also located along 700 West will be the Sandy Suburban Improvement District office building that was recently approved.



Old Towne Square is a new commercial center located on the northwest corner of 9000 South and State Street.



Butterfield Ford auto dealership along 9000 South.



Layton Construction office building along 9000 South.

Industrial

The study area contains very few industrial type uses. However, several small mechanic and equipment shops are located throughout the study area.

Residential

Most of the existing residential within the study area, with the exception of Tiny Wood Village Mobile Home Park, is located in the northeast corner of the study area. A few farm houses also remain along 9400 South.



Hooser Mobile Home Park located in the study area.



Single family residential in the study area (Cottage Avenue).

The existing single-family detached housing and mobile home stock provide housing opportunities for many lower and middle income people and contribute to the character of the study area. Children of this area attend schools in the Jordan School District – Copperview Elementary, Midvale Middle School and Hillcrest High School.

There is some evidence of deterioration in the housing quality of this area. Remedies must be applied soon to avoid further deterioration. Zoning and code violations also have a negative impact on the neighborhoods image. Consistent enforcement of City ordinances, along with the general cleanup of some residences, is needed to aid in the appearance of the community.

Adjacent Land Uses

East - The east boundary of the study area consists mostly of commercial businesses along State Street. These developments include the South Towne Exposition Center, Jordan Commons and a number of other businesses. Also located east of the study area is the Historic Sandy Neighborhood District and the Historic Sandy TRAX Station.

South - The southern boundary is bordered by Beckton Dickinson, a large manufacturer of medical supplies and equipment. A single family subdivision is also located to the south of the study area.

North - Beyond the north end of the study area is Midvale City. There is light industrial, manufacturing, office warehouse and some residential subdivisions in this area.



Historic Sandy Light Rail Station 9000 South.

The Copperview Elementary School is also just north of the study area.

West - 700 West to the north and I-15 to the south form the western boundary to the study area. Beyond 700 West to the west are some light industrial and office warehouse uses all located in Midvale City. To the northwest of the study area is the old mining tailing ponds also in Midvale City. To the southwest of the study area is Riverside Drive and a fairly large amount of undeveloped property zoned residential and commercial.

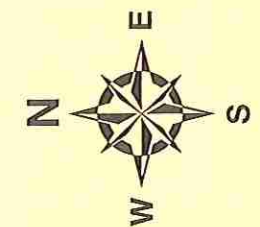
Economic Development

Over the past five years, significant growth has occurred in Sandy City in virtually all areas. Within the study area, Sandy City has invested millions of dollars in infrastructure due to I-15 improvements. Sandy City has found that in dealing with more established corridors like 9000 South and 700 West, properties that are already developed and are looking for new uses for redevelopment are often times not able to get the full value out of the property for potential new commercial opportunities.

The study area faces a challenge of being a major access onto I-15 from both the east and the west in addition to being a feeder into Little Cottonwood Canyon for skiing. Thus, traffic and congestion present a major problem for businesses looking to locate with freeway access and visibility or those businesses where traffic cannot turn in across many lanes of traffic. From an economic development standpoint, many uses can potentially prosper in the retail corridors along this area, but from a consumer standpoint, the congestion is too cumbersome and time-consuming.

Land Uses October 2002

Legend



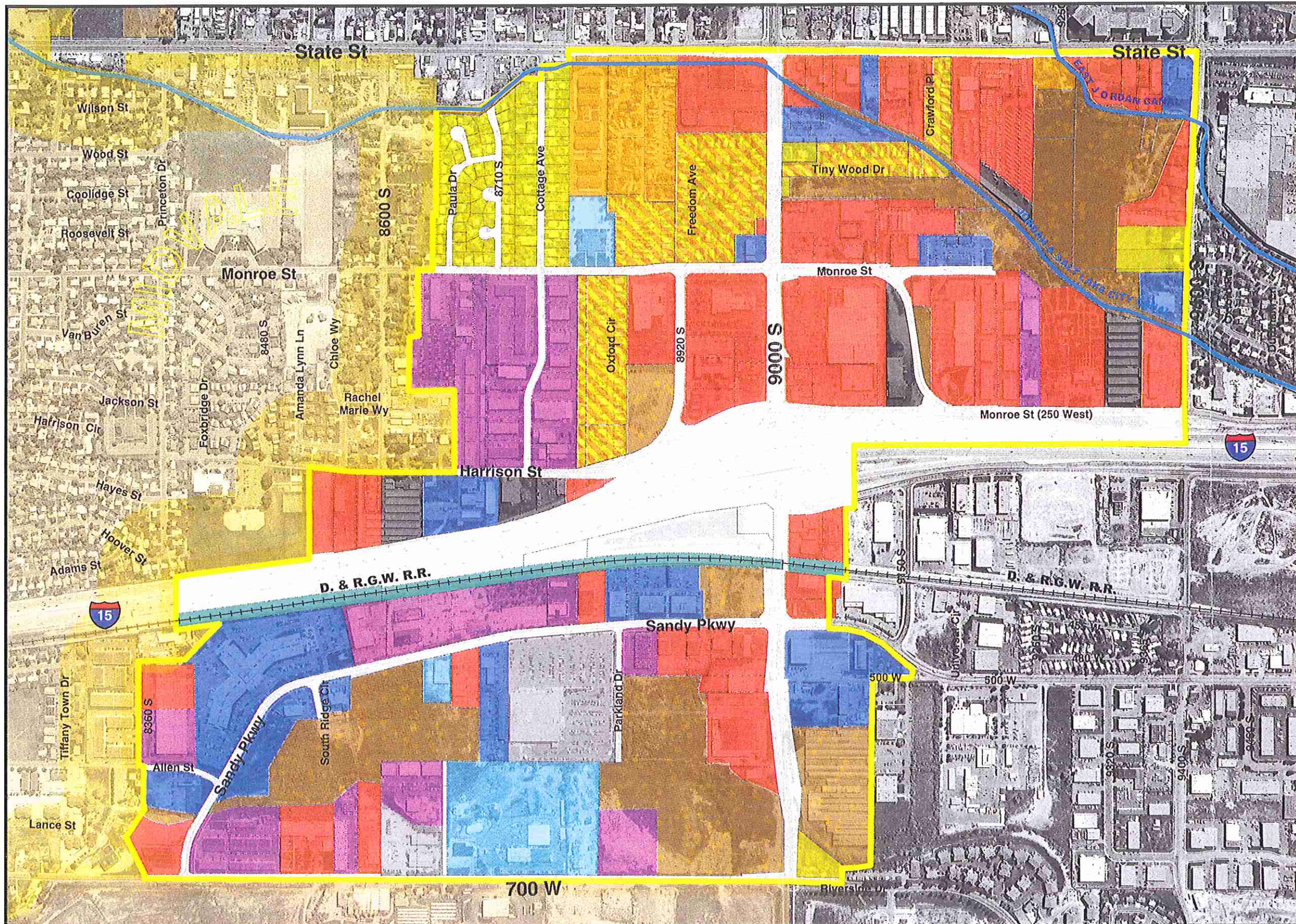
1 Inch equals 650 feet

- Commercial
- Public Service
- Public ROW/Streets
- Railroad ROW
- Warehouse/Storage
- Industrial
- Single Family
- Mobile Home
- Multi-Family
- Vacant
- Office
- Office Warehouse

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Aerial Photography
acquired spring 2002. Landuses
determined by field survey conducted
September, 2002

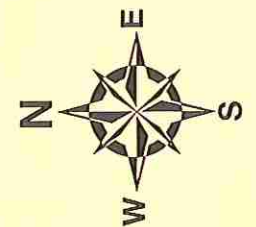
Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 20, 2003



Zoning February 2003

Legend



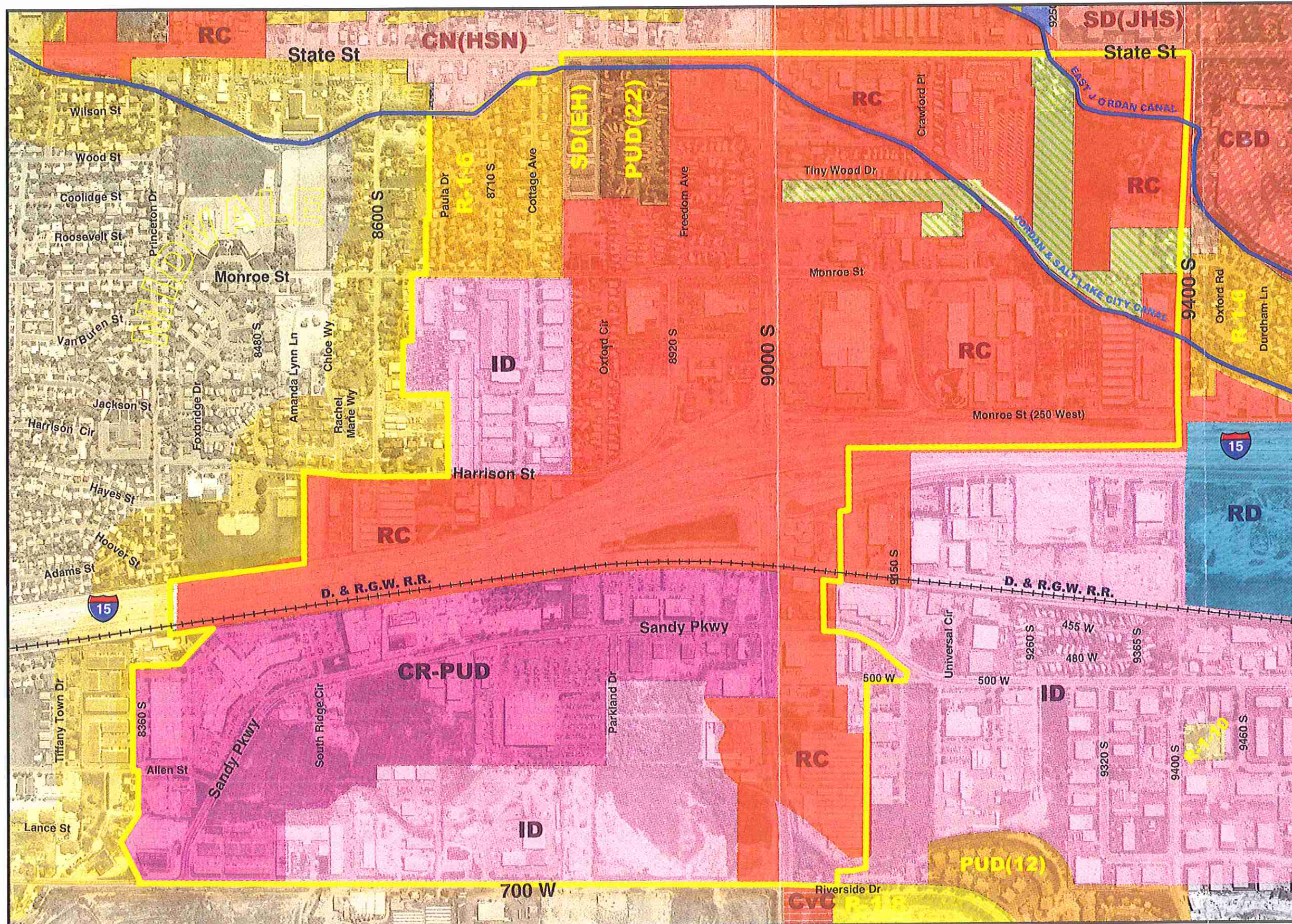
1 Inch equals 650 feet

CN(HSN)	PUD(22)
SD(JHS)(Miller)	SD(EH)
CBD	RM(12)
RC	PUD(12)
CvC	R-1-6
CR-PUD	R-1-8
ID	R-1-10
RD	R-1-40A

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Aerial Photography
acquired spring 2002. Zoning obtained
from Community Development GIS

Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 20, 2003



Physical Characteristics

Topography

The study area is relatively flat, with some gentle slopes east of I-15. However, west of I-15 the area is bisected by a moderately sloped ridge bounded by the old Galena Canal at the top and 700 West at the bottom of the slope. The ridge line roughly runs from north to south through the western part of the study area. Development should not be limited by topography throughout most of the study area. However, because of steeper slopes between the Galena Canal and 700 West, special consideration may need to occur to fit development to contours in that area.

Climate/Hydrology

Sandy is located in a high desert climate. Historically, the valley floor was mostly tall prairie grasses, cedar and sage, with groves of cottonwood trees clustered along canyon creeks. The lower, west end of the study area has a high water table which supported bushes and brush. Average seasonal temperatures range from the mid 30's in winter to the high 90's in summer. The relative humidity is generally below 30%, and daily temperatures swings are 25 to 30 degrees. The prevailing winds are from the west to northwest and are generally mild, with occasional strong canyon winds from the east. Annual precipitation is approximately 15 inches.

Transportation and Mobility

Street Systems

There are several primary transportation corridors in the study area:

- Interstate 15
- 9000 South
- State Street
- 500 West/Sandy Parkway
- 9400 South
- 700 West

Interstate 15 (I-15 freeway) is the main north-south transportation route for the State of Utah with direct access to the study area at 9000 South. In 2001 the average daily traffic (ADT) on I-15 through the study area was 171,726 vehicles (ADT numbers are from after the reconstruction was completed). Recent improvements to I-15 included the addition of a general purpose lane in each direction, high occupancy vehicle lanes, auxiliary lanes and the reconstruction and modification of the (9000 South) interchanges. The improvements have provided opportunities for development of 'gateways' or other visual improvements in the study area, in addition to greatly improved access to and from I-15 at 9000 South.

9000 South is a major arterial that is located in the center of the study area and carries approximately 40,000 vehicles per day (2001 ADT). This street has undergone some major improvements over the past few years, particularly near the I-15 and 9000 South Interchange in the study area. Major improvements have also been completed to the east of the study area on 9000 South. Since the improvements to the I-15 and 9000 South Interchange have been completed, it operates more efficiently. However, there is still a considerable amount of congestion during many hours of the day, and in particular, the morning and evening peak demand hours.



9000 South I-15 Interchange looking east.

State Street functions as a major arterial and is currently in a transition mode from one that allowed numerous, randomly spaced curb cuts to one with the need to control the number and location of commercial and residential driveways. State Street carries about 32,390 vehicles a day (2001 ADT) through the study area. Based on the amount of developable or redevelopable adjacent parcels, there will be a need to establish access control principles, so that proposed developments can accommodate the goal of limited vehicle access on State Street.

500 West/Sandy Parkway is a collector street that carries approximately 8,600 vehicles per day north of 9000 South and 11,300 south of 9000 South (2001 ADT). The corridor runs north-south through the study area. South of 9000 South, Sandy Parkway becomes 500 West which connects with 10600 South in South Jordan then to 11400 South in Draper. To the north of 9000 South, Sandy Parkway connects with 700 West near the Midvale City boundary. Regionally, the significance of 500 West/Sandy Parkway has increased considerably with the extension being completed to 12300 South.

9400 South is a minor arterial east of I-15 and a local street west of I-15. It is a good example of a significant roadway that does not cross I-15, thus it does not provide regional access west of the freeway. Within the study area the roadway provides important circulation. Regionally, the significance of 9400 South has somewhat increased with the enhancements to the frontage roads that allows better connectivity to 9000 South and the I-15 Interchange.

The frontage roads on the east and west sides of I-15 are collector and local streets. They are currently aligned parallel to I-15 south of 9000 South in the study area. The importance and function of frontage roads are to provide a



700 West looking south.

high degree of access control to I-15, and provide access to adjacent land parcels. This concept and role of frontage roads becomes increasingly important as development occurs that could be serviced by frontage roads.

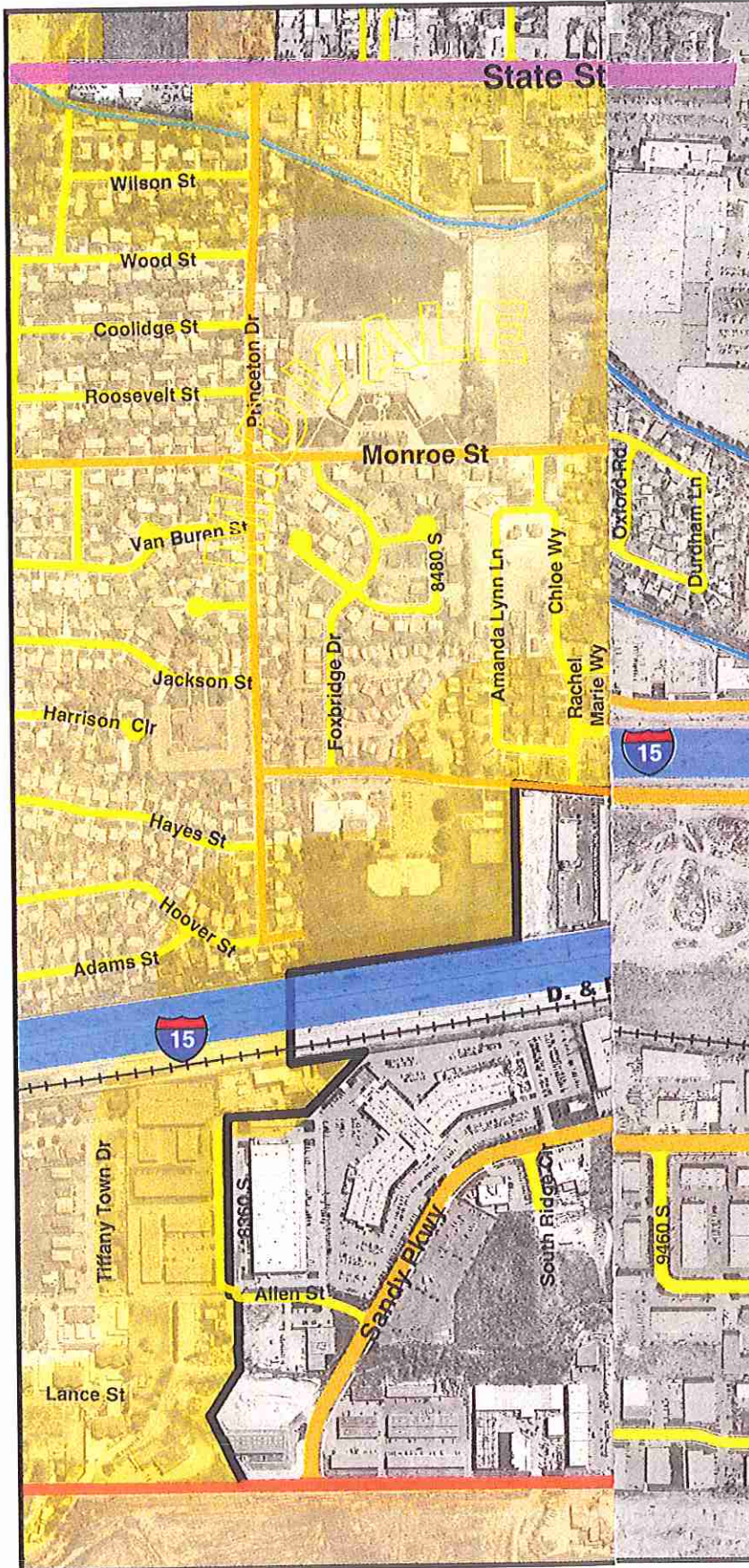
700 West is a minor arterial north of 9000 South and a collector street south of 9000 South. This north-south street bounds the western border of the study area and carries approximately 13,400 vehicles a day (2001 ADT). 700 West provides access to adjacent businesses and community services.



Monroe Street looking south.

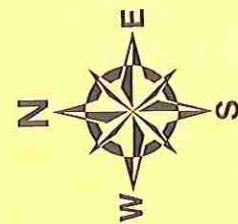
Within the roadway system described above, collector and local streets serve the adjoining areas. These roadways provide more access to individual land parcels and less of a role for regional mobility. A good example of a collector street is Monroe Street. Monroe Street is a north-south street with access to 9000 South. North of 9000 South, Monroe Street provides important and necessary access to businesses, neighborhoods, schools, and churches. South of 9000 South, Monroe Street provides direct access to several businesses.

Local streets are those that are accessed off of collectors like Monroe Street. The local streets are designated and intended to service a high degree of access to adjacent land parcels and not to provide regional mobility. Within the study area, the collector and local streets operate well within the intended function and requirements.



Current Street Classifications October 2002

Legend



1 Inch equals 650 feet

- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Local

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Aerial Photography
acquired spring 2002. Street Hierarchy
classifications obtained from Sandy City
Public Works Department

Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 20, 2003

South Valley Effect

The southern Salt Lake Valley has been the fastest growing region in the state and is one of the fastest growing areas in the nation. Sandy City is a vibrant community located in the southeastern portion of the valley. An aggressive, comprehensive transportation system is vital to the long term vigor of Sandy City since it must not only serve the transportation needs of the City itself, but due to its location, must also service the demands placed on it by the regional transportation needs of adjacent communities.

Automobiles

The private automobile is the predominant transportation mode in the study area and will likely continue to be the primary mode of transportation for many years. Due to the rapid growth of Sandy and the surrounding areas, roadway improvements often have not been able to keep pace with the increased traffic demands. One of the greatest challenges to automobile use is that there are limited numbers of arterial streets to handle regional demands. This shortage of regional arterials leads to congestion during peak times of the day and at peak seasonal periods in the retail shopping areas.

Most parking areas are designed for single-trip use. Little or no consideration is given to the capability of parking areas to serve multiple users where peak demands occur at different times of the day. Office use, for example, has its peak parking demand during the day on week days, while entertainment and retail have a greater evening and weekend demand. Consequently, many parking lots which are sized to accommodate single-trip demands are usually mostly empty. Most of the parking in the study area is surface lots rather than parking structures.

Transit

Transit use has increased since the TRAX light rail system began operation in 1999. The nearby Historic Sandy park and ride facility is at its daily capacity. A recent expansion of the Civic Center Station at 10000 South, which is the present end-of-line, has also helped to increase parking capacity. Bus service is primarily focused on regional commuter (i.e to Downtown Salt Lake City) connections to and from the light rail line. Local service that links the study area with nearby neighborhoods and other Sandy destinations has improved with recent realignment of routes to service the TRAX stations in Sandy. However, the infrequency of service and limited streets served by local routes makes it difficult to use the bus as a primary local transit mode. High TRAX fares for children also discourages the use of TRAX by families.

Pedestrians

As commercial, office, and residential development continues in the study area, pedestrian traffic demand will continue to increase. Pedestrian amenities, however, are very limited. Sidewalks along busy streets are often not located to provide a buffer between pedestrians and cars, and many sidewalks have no pedestrian amenities such as shading, benches, and appropriate lighting for night use.

There are some areas such as the Miller property (northwest corner of 9400 South and State Street) and a few others that have potential to be developed or redeveloped with pedestrians in mind.

Bicycles

Bicycles are another form of transportation that may be used in the study area. However, according to the Sandy City Parks, Recreation and Trails Master Plan, there are no planned bike lanes on the roadway system within the study area.

Trails

There are currently pedestrian and equestrian trails located or proposed in the study area which will connect with existing and proposed trails located within or outside of the study area. The combination of these existing and proposed trails will provide a trails network that will link the study area with the whole community. The existing and proposed trails network will also help connect the existing uses better with each other and also to potential uses within the study area. At the present time there is no continuity of trails in the area.

Landscape

There are a few nicely landscaped areas existing in the study area. Landscape materials for developed areas throughout the study area, for both commercial and residential properties, generally include sod groundcovers and intermittent shade trees—most recently, small caliper (less than 4") in a variety of species. The variety of grasses used for groundcover are generally manicured lawns and require high amounts of irrigation to thrive, given the low natural precipitation levels. If street trees are required for new development, they either need to be placed in a minimum 8' parkstrip, or behind the sidewalk.

Infrastructure

Gas, electric, water, sewer, storm drain utilities and fiber optic cables are available throughout the study area. Utility corridors generally follow street systems and the railroad corridor within the study area. Wireless telecommunication services are also widely available throughout the area.

Existing Property Conditions

Deterioration and Blight

Stabilizing declining neighborhoods, commercial properties and vacant parcels by reversing the spread of blight is of great concern to Sandy City. Unfortunately, deterioration, obsolescence and incompatible land uses provide a barrier to reinvestment in these areas. This concern has initiated the creation of the Sandy City Neighborhood Preservation and Maintenance Steering Committee. This committee is currently exploring ways to help prevent and reverse the spread of blight in Sandy City.

Properties do exist within the study area that are experiencing deterioration and blight. Although most of the structures seem basically sound, at least from an exterior viewpoint, some are in need of readily apparent routine maintenance. Without this maintenance, these structures could easily deteriorate to a non-rehabilitable condition. Such maintenance may include painting or siding repair, new roofing, extensive yard or property work, or fixing a garage or other accessory buildings.

Any one of these can become a major problem if not addressed in a timely manner, especially with older homes or businesses. Further, lack of maintenance on one property often has a domino effect in lowering the level of upkeep on nearby properties, leading to widespread decline in the area.

The East Jordan Canal and the Jordan and Salt Lake City Canal run north to south through the southeast part of the study area. Several maintenance problems exist along the canals in this part of the study area. The problems have ranged from an increasing population of rats being seen along the canal, illegal dumping, transient camps in the heavy overgrowth of trees and bushes and burglaries in the vicinity of the canals.



Property condition before clean-up. To the west of Discount Tire on State Street.



Transient camp before clean-up, west of Ardell Browns RV sales.



Clean-up behind Jiffy Lube.

Existing Conditions

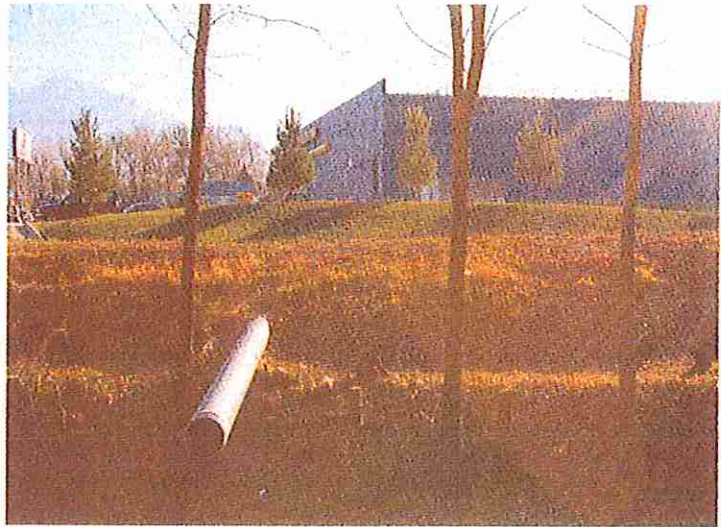
The Sandy City Community Action Team (CAT) recently completed a major cleanup project in the study area along the Jordan and Salt Lake City Canal. The project involved various city departments, private businesses and the Salt Lake Valley Health Department.

The overall appearance of the area was improved, and it is expected that the project will reduce the amount of crime in the area as well. The project provided the opportunity for both the City and private businesses to come together to find a solution and eliminate a problem that has existed for several years. This project was a great example of what can be done by using resources creatively and involving the public.

The success and upkeep of the study area will rest upon the leveraging of both private sector investments and self-help efforts by residents, landowners and businesses.



After clean-up behind Discount Tire on State Street.



After clean-up behind Discount Tire on State Street.

Overview of Plan Elements

Plan Objectives

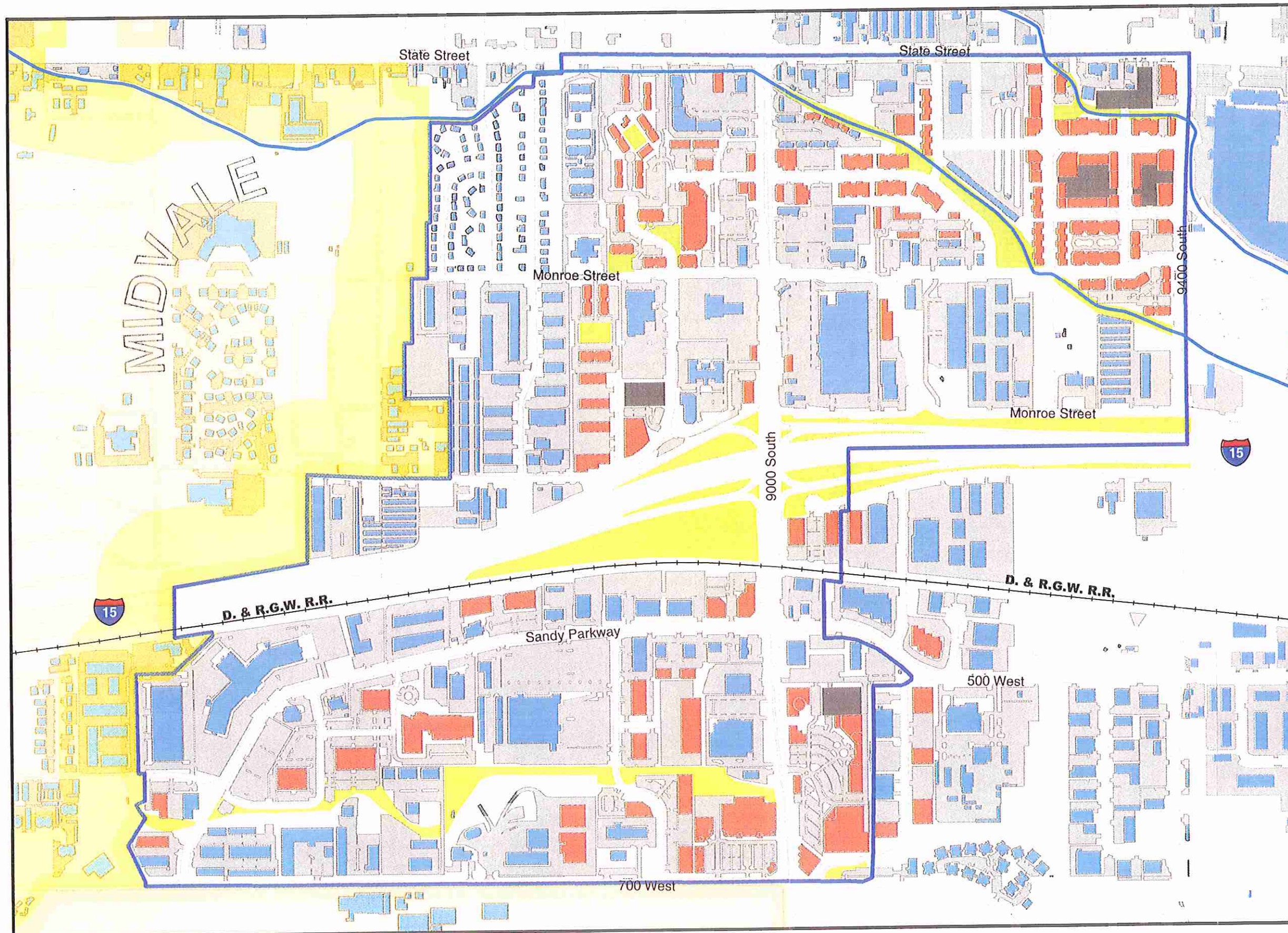
The following Plan Elements are a general text and visual description of the possibilities for the development, infill, and redevelopment of the Sandy City 9000 South Gateway area. The plan shows existing and proposed roads, buildings, open space, trails and specific recommendations for individual properties. Generally, the ideas and recommendations presented here are intended to be developed under normal market conditions, and the plan does not suggest how or when such developments are to be undertaken. The plan is meant to provide land use recommendations and general guidelines for public and private development that will achieve the following goals:

- Provide efficient and expanded transportation options.
- Encourage new land uses that are compatible with the existing adjacent land uses.
- Integrate land uses with the existing and proposed transportation infrastructure.
- Encourage economic growth and development.
- Allow for a wide range of employment opportunities.
- Expand housing choices, and encourage additional affordable housing opportunities.
- Preserve and expand open space and trail networks.
- Preserve and integrate existing neighborhoods.
- Provide greater connectivity between existing and proposed land uses.
- Encourage expanded service oriented business uses and other opportunities for local residents and employees.

The purpose of the illustrative concept maps are to show a possible scenario of development if the recommendations and concepts of this master plan document, as described in the following section, are effectively implemented.

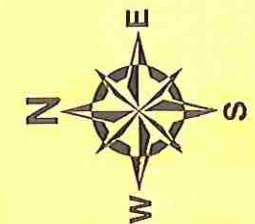
Timing for Implementation

This is a long-range plan that illustrates a possible snapshot of the study area within a 10-20 year horizon. Implementation of the recommendations and ideas presented in this plan will require cooperation between many stakeholders, including residents, business owners, property owners, developers, elected officials and City staff. Specific implementation strategies are included in the implementation section of this document.



Long-term Conceptual Plan

Legend



1 Inch equals 650 feet

- Potential Building
- Existing Building 2002
- Open Space Corridor
- Right-of-Way
- Parking Area
- Parking Terrace

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Structures and parking
areas determined from 2002 aerial
photography.

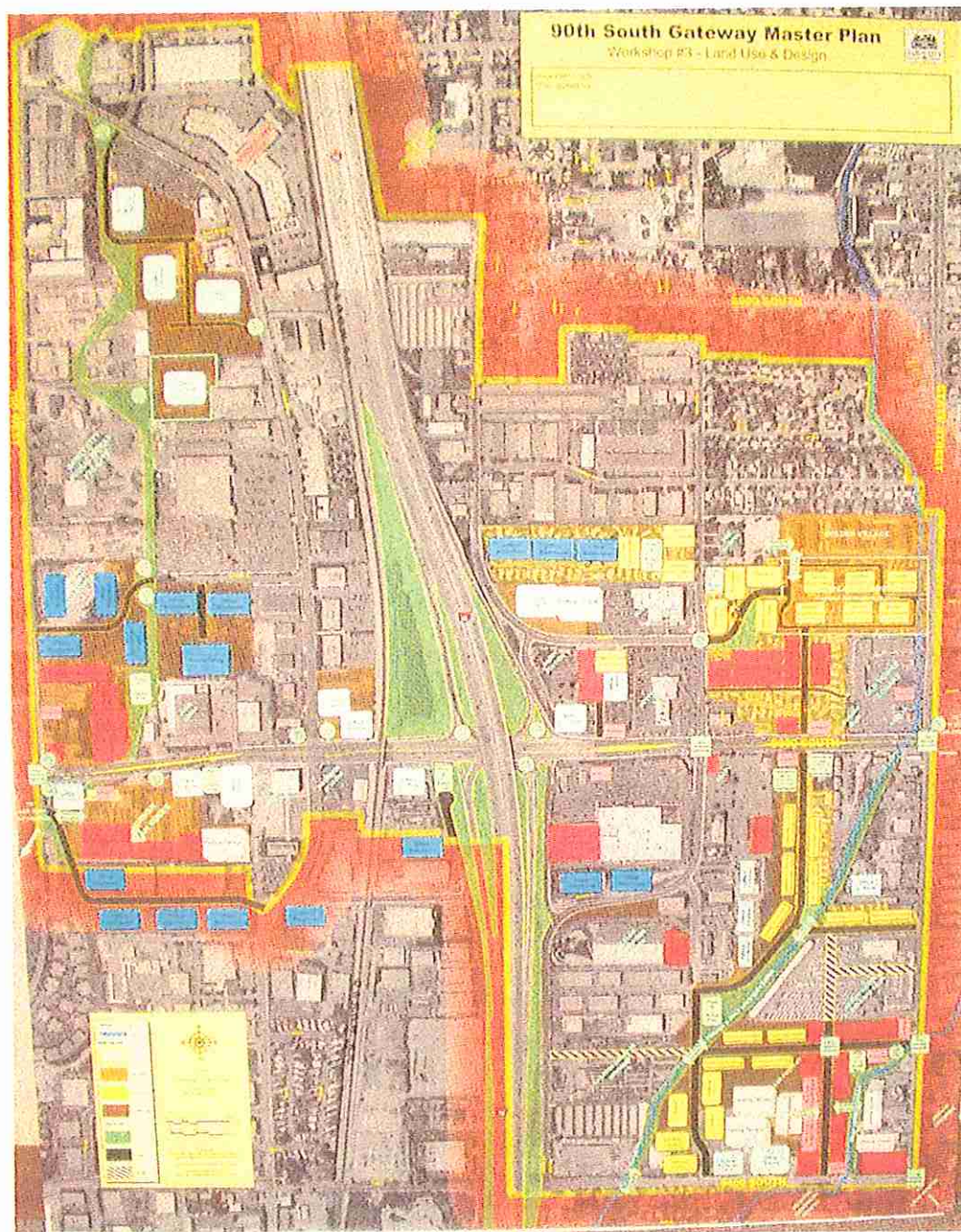
Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 23, 2003

Land Use

General Land Use Designation Overview

The following land use analysis of the study area is an outgrowth of steering committee meetings which included residents, business owners, property owners, developers, City Staff, and City Officials. It summarizes the most appropriate and probable land use options for various areas and parcels. The following map illustrates the consensus land use plan that was developed by the steering committee through a series of community workshops for the 9000 South Gateway area. The development of the land use plan was based on existing conditions and highest and best use consistent with objectives established for the plan.



The consensus land use map was designed to show what type of specific uses would be appropriate for the various sites and parcels of land in the study area. These site specific land use recommendations were used to create the proposed General Land Use Map for the study area as illustrated later in this chapter.

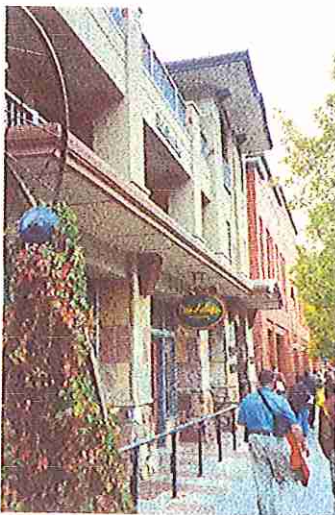
Although there appears to be a large number of undeveloped parcels in the study area, much of what is currently vacant are sites that have already been planned and in some cases approved for development. Development potential exists mostly as infill in a few remaining unplanned parcels such as to the west of Butterfield Ford. A great deal of redevelopment potential exists for several properties in the study area. The following are specific recommendations for different functions or uses within the study area. Additionally several key sites have been identified within the study area and specific recommendations have been developed for each of them.

Commercial Retail

Old Towne Square, Lowe's, Butterfield Ford, Ardell Brown RV Sales and John Paras Furniture are the major retail establishments in the study area. These retail establishments, amongst others, are important economic generators for the community. With the recent improvements at the interchange of I-15 and 9000 South, there is great potential for this area to redevelop as a regional commercial center and also as a hotel district with its direct access to the canyon ski resorts, particularly Little Cottonwood Canyon. Several key sites exist within the study area that would accommodate commercial centers with a large anchor. These key sites are referenced specifically later in the chapter.



A village market would be ideal to provide needed services to the residents of the area.



Street front activities such as dining and shopping along some sections of 9000 South and State Street will help enliven the area.

With the lack of existing neighborhood commercial in the study area and the addition of several new residential developments either being constructed or planned for the future in or adjacent to the study area, neighborhood commercial should be considered to provide convenient services to the area.

There is a unique flavor to this area even though there is a mixture of residential, commercial, and industrial land uses. The commercial development which will relate to the residential scale can enhance the vitality and character of this area. Also, commercial type uses should be considered that would help service the large amount of commercial office space currently being developed in the study area.

Great care should be taken in terms of land use management for this area to minimize any potential impacts development may have on the residential neighborhood to the north. The reconfiguration of the frontage road in this area has provided good freeway frontage access to those parcels for development or redevelopment.

New retail development oriented towards 9000 South and State Street where possible will provide much needed activity to enliven what is potentially a great place to live, work, and shop. The sidewalks that are now mostly vacant would benefit greatly from restaurants, cafes, small scale neighborhood shops, and personal services that could be used by residents and business employees in the area.

Commercial Retail Recommendations:

- Encourage neighborhood retail development that will enliven street fronts and service the needs of the residential neighborhoods in the area.
- Revitalize the commercial areas along the west side of State Street in such a way as to provide a catalyst for improving the surrounding area.
- Encourage the design of new commercial developments to be compatible with and provide greater connectivity between existing land uses.
- Enhance the pedestrian scale through well designed amenities.
- Work with the Economic Development Department to create incentive programs that will help stimulate new regional commercial development and take full economic advantage of the high traffic volume on 9000 South.
- Work with the Economic Development Department to create incentive programs that will attract and retain a proportion of small local businesses in all new retail developments.
- Create additional policies and strategies to provide an attractive atmosphere to improve the overall shopping experience in order to retain and expand the current market base.

Commercial Office

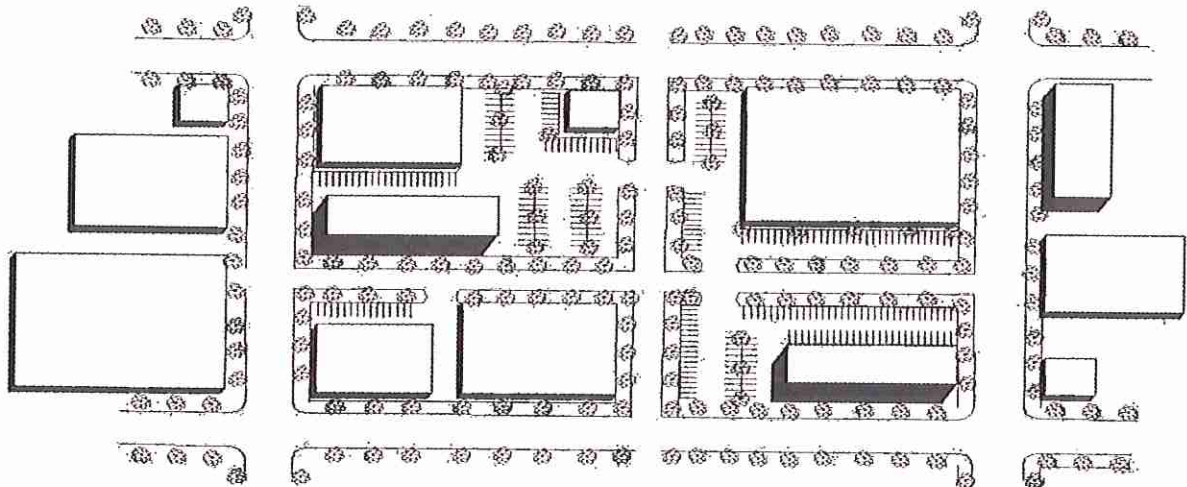
Existing and proposed commercial office space is mostly centered around Sandy Parkway between I-15 and 700 West. Existing office space is auto-oriented with little proximity and poor connections to dining, shopping, and activity centers. With most of the commercial office space being located on the west side of I-15 in the study area, it requires a person to drive some distance to dine out for lunch or to pick something up on the way home from work.

Commercial type uses along 9000 South should be considered that would help service the large amount of existing and proposed commercial office space in the study area. New office buildings, where possible, should be located close to the street with structured or surface parking to the rear, particularly along 9000 South and State Street. Consideration should be given to the design of new commercial office developments to insure compatibility and greater connectivity between existing land uses.



A good example of a building being located close to the street is the Layton Construction Offices on 9000 South.

Since many commercial office projects have already been planned and approved, a more concerted focus on remaining vacant parcels will be required. It may be possible that the City can offer incentives and programs that will allow projects that have already been approved to incorporate some of these strategies.



Example of a site plan showing buildings pulled close to the street.



Example of an office building next to the street.



Layton Construction Offices, parking to the rear and good pedestrian connections between office buildings.

Commercial Office Recommendations:

- Encourage that new office uses be compatible with or built to a higher standard than the existing adjacent land uses.
- Encourage office uses that will provide economic growth and development for a wide range of employment opportunities.
- Encourage new office development to provide greater connectivity between existing and proposed land uses.
- Encourage transit ridership programs for commuting employees
- Develop incentive programs to work with existing developers to incorporate the master plan strategies into projects that are already approved.
- Where possible encourage new office buildings to be located close to the street, with structured or surface parking to the rear, particularly along 9000 South and State Street.

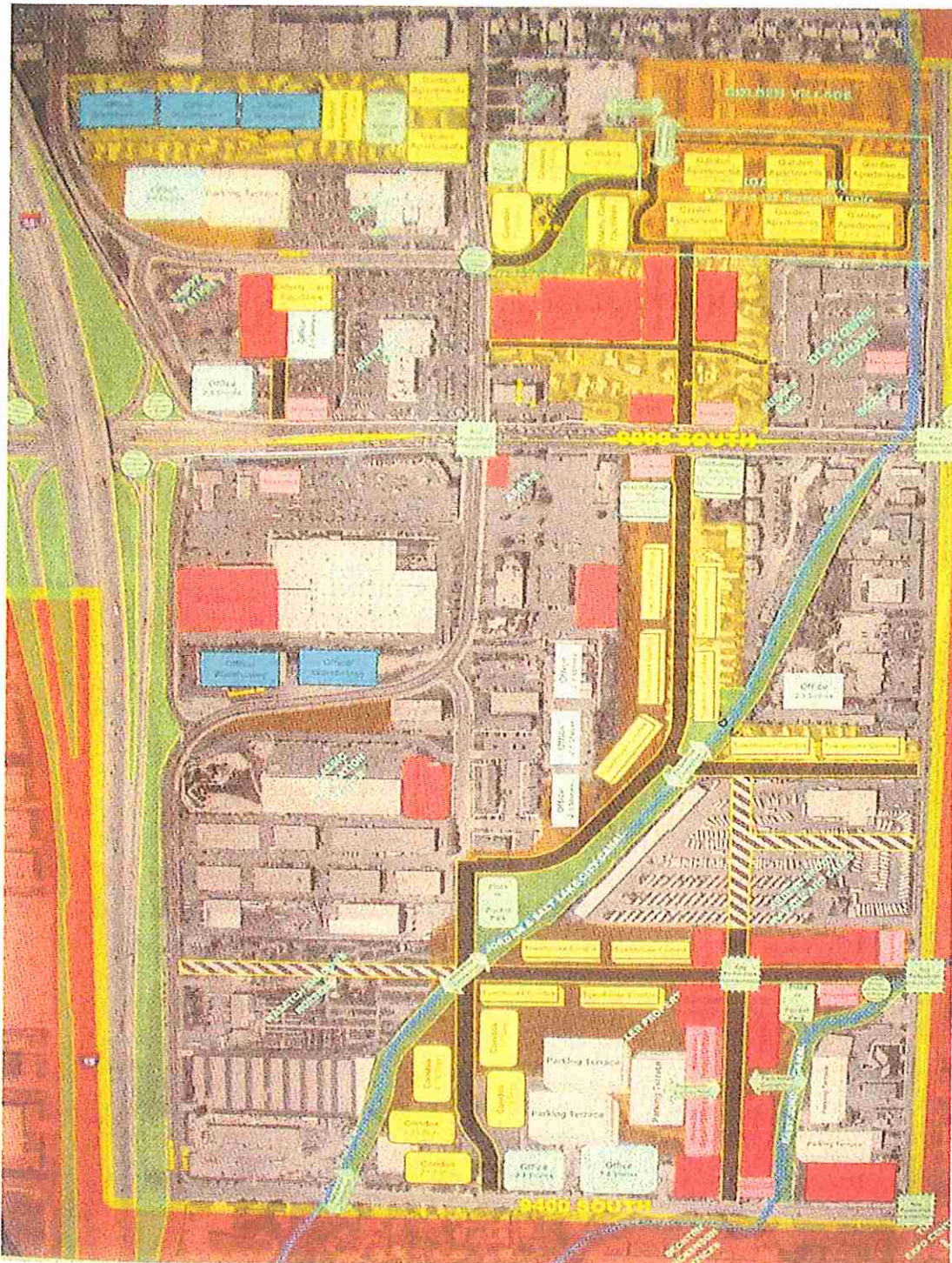
Industrial

Harman Kardon and Superior Buck and Steele are the two major industrial type uses in the study area. They are located in the area between Sandy Parkway and 700 West. Throughout the study area a few small mechanic and equipment shops have been classified for the purpose of this study as commercial type uses. Very little property in the area is still available for future industrial uses. Most property where industrial type uses would locate within the study area have office warehouse uses planned or approved for the site. The existing industrial uses are stable quality developments. It is recommended that these uses remain.

Residential

The existing housing in the study area, which is primarily single-family residences and the Golden Pond Retirement Village to the north (State Street to Monroe Street/9000 South to Paula Drive), can be expanded to offer a greater choice in housing types. Efforts should be made to protect and enhance this housing stock. With respect to the isolated pockets of mobile homes in this area, it's doubtful that any of these areas could transition to desired single-family detached dwellings because of location and such small parcels. They could however, transition to townhouses, condominiums or apartments in the future. Any redevelopment of these areas would only be possible upon the owners of the mobile home parks' willingness to sell or redevelop their properties.

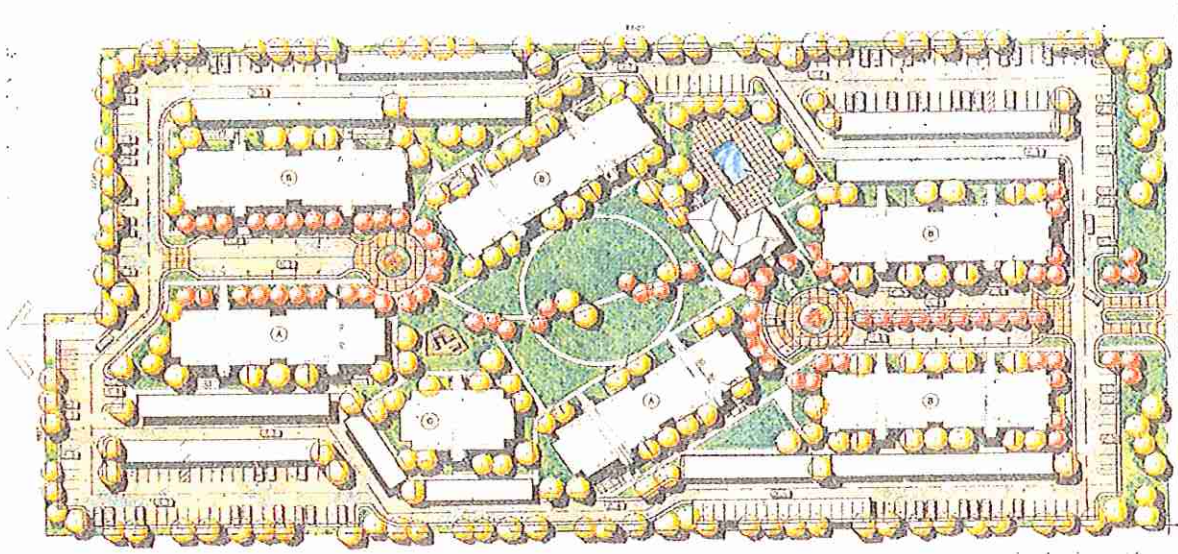
When considering the development of new neighborhoods, you must not only measure the quantity and quality of housing but must also evaluate the setting in which the housing is placed, i.e., the neighborhood. The neighborhood is vital in providing a sense of identity and serves as a stabilizing force for individuals and families by fulfilling a basic need for continuity and familiarity. Residents develop common images of the neighborhood, whether real or imaginary, whether past, present or future. In turn, the tastes and preferences of the residents help to distinguish one neighborhood from another and to determine how the neighborhood will change over time. The term 'neighborhood' not only applies to single family subdivisions but also includes the environment within a planned unit development, apartment complex, or mobile home park.



The yellow areas represent different types of residential options and proposed locations for future development or redevelopment.

As indicated by the yellow areas on the above consensus land use map, residential type options are being proposed as the most appropriate use for those parcels. The residential being proposed in the study area is mainly between State Street/Monroe Street and 9400 South/8800 South. The property north of 9000 South (former Blue Pine Mobile Home Park) was sold by the owners and is now in the process of being redeveloped with a 192 unit affordable housing apartment complex. Most of the new residential being proposed in this area is where mobile home parks now exist. The mobile home parks will remain until

such time as the owners sell the property for redevelopment, as was the case with the former Blue Pine Mobile Home Park. It is important that a plan be in place so when the time comes, it can be referenced as a guide for the development of these sites.



Site Plan for Coppergate Apartments, the development approved on the property where the former Blue Pines Mobile Home Park was located.

Residential should also be considered along the new street system being proposed to run from 9000 South to 9400 South (extension of Monroe Plaza Way to the south) as recommended in the transportation section of this chapter. Townhouses or condominiums would be appropriate on these parcels. This would also help provide important connections between residential areas, making them less isolated and allowing them to function more like neighborhoods. The residential being proposed near 9400 South and the proposed new Monroe Street extension would also be part of a larger mixed use project that will be referenced later in the chapter.

Development of residential components in this part of the study area will likely require additional design standards beyond the scope of this document. A well written development code can also provide guidelines for residential amenities, access to services and open space, provisions for a mix of affordable housing, security provisions, and other issues that are important to creating viable neighborhoods.

As stated previously in the plan, there is some evidence of deterioration in the existing housing quality of this area. Remedies must be applied soon to avoid further deterioration. Zoning and code violations have a negative impact on the neighborhoods image. Consistent enforcement of City ordinances, along with the general cleanup of some residences, is needed to aid in the appearance of the community. The City is currently in the process of developing a Neighborhood Preservation and Maintenance Plan that will provide guidelines and standards for the preservation of neighborhoods in Sandy City.

Residential Recommendations:

- Encourage housing choices to be expanded and encourage additional affordable housing opportunities in the area.
- Encourage expanded service oriented business uses and other opportunities for local residents to take advantage of.
- Work with the Economic Development Department to create incentives for attracting neighborhood services within the retail environment.
- Buffer existing adjacent neighborhoods from more intensive uses.
- Develop housing in a way that is convenient and accessible to employment centers and public transit.
- Improve residential character and community image.
- Improve and protect the existing housing stock.
- Encourage pedestrian connections between residential uses.
- Encourage and develop incentive programs to improve deteriorating housing, i.e, painting and/or fix-up programs.
- Encourage strict enforcement of codes and regulations.

Key Sites

In developing this plan, four key sites were identified as sites that needed to be addressed specifically within the plan. The parcels that were identified are key in that they represent some of the larger developable or redevelopable parcels in the study area. Two of these areas are gateway locations into Sandy City at 9000 South and 700 West. The following four locations were identified as key sites:

- Northwest corner of State Street and 9400 South (Miller property and adjacent parcels)
- Northeast corner of 9000 South and Monroe Street (Sandee Village Mobile Home Park)
- Northeast corner of 9000 South and 700 West
- Southeast corner of 9000 South and Riverside Drive (former Utah Roses property)

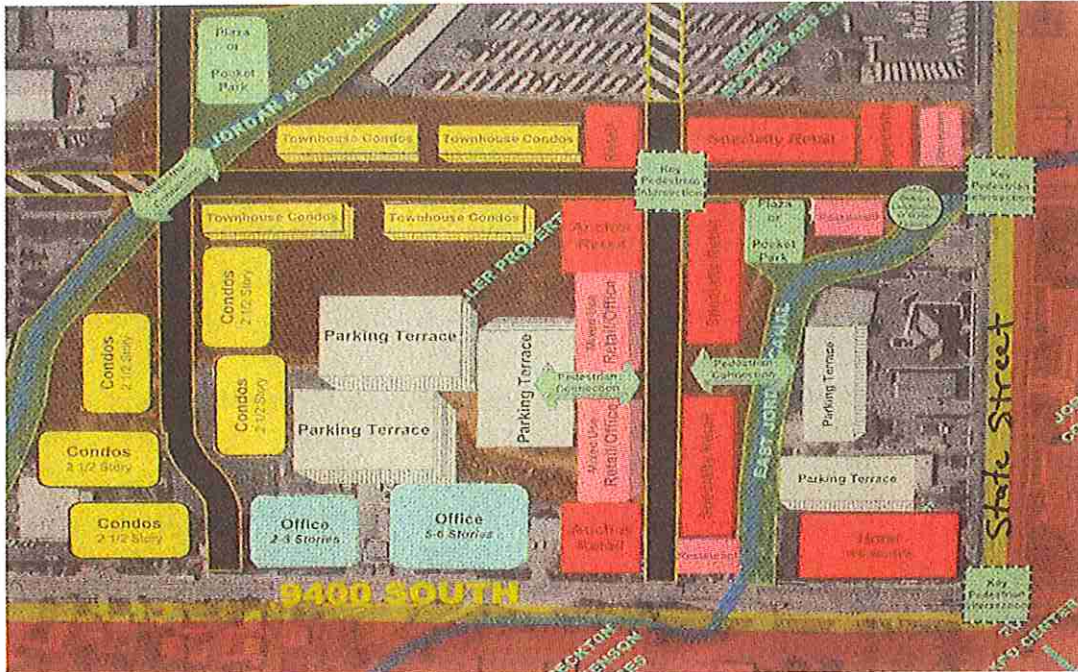
Northwest corner of State Street and 9400 South

The property is located on the northwest corner of State Street and 9400 South. The Miller Family property is the largest parcel within the area of this key site. Several other parcels with mostly businesses located on them front both State Street and 9400 South. This site is potentially a very high visibility area with the adjacent uses to the east being Jordan Commons and the South Towne Exposition Center. Also, just to the south across 9400 South is the Beckton Dickinson manufacturing facility, one of Sandy City's largest employers.



Undeveloped property owned by the Miller Family at approximately 9240 South State Street.

This area has an emerging retail character that is closely tied to the entertainment and leisure activity environment of Jordan Commons and the Exposition Center. There are several recently opened restaurants along State Street and in Jordan Commons that have been very successful.



Consensus Plan recommended by the 90th South Gateway Steering Committee for the properties on the northwest corner of State Street and 9400 South is a mixed use project.

A mixed-use project could be developed in several different ways with different types of uses at this location. The plan will address two possible mixed use scenarios that could be developed at this location. The intent of a mixed-use development is to create self-sustaining villages that become pedestrian friendly neighborhoods in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods would provide a variety of housing opportunities and choices that would include a range of household types, family sizes, and incomes. They would also provide convenient pedestrian commercial services and employment opportunities and should be located in areas with existing, or probable future, multiple transportation choices.

Scenario A - This scenario describes a possible mixed-use development as shown on the map above. Most of the new retail development would be oriented towards the proposed new street system that would be at approximately 9250 South and State Street. The proposed street would run west until it connected with the Monroe Plaza Way extension that is proposed to connect 9000 South with 9400 South. An additional access to the project could come from 9400 South at approximately 90 West. New retail on the ground floor and office above could be developed with the buildings oriented towards the new proposed street.



Retail and office mixed-use development.

New retail development could include specialty shops, additional restaurants, dining establishments, and business services oriented towards the growing employment base in this area, as well as spin-off services catering to the Exposition Center, and possibly a small hotel district. The Jordan Commons and Exposition Center also provide an opportunity to have retail that is closely tied to an entertainment and leisure activity theme. The presence of the Becton Dickinson facility across 9400 South may suggest businesses in the technology sector which could benefit from spin-off services that might locate in office buildings near a technology marketplace.

The potential of a light rail station at 9400 South may suggest more intense development of office space in this area and near the TRAX corridor. Employment centers in the area and further to the west could easily be served by a circulating shuttle system to and from the light rail station.

As part of this mixed use scenario, residential units could be developed on the north and west sections of the site fronting the proposed new streets. While it is unlikely that any new exclusively residential developments will occur in this area, it is important that housing opportunities be developed in this area and in some other locations of the study area. Housing will add new character to the street front, and the activity generated by residents will help enliven the area. New residents will also increase the retail market without the additional travel demand on roads in a exclusive commercial zoning district.

With this scenario it is important that key pedestrian connections be provided between uses within the project, and that key pedestrian intersections be treated in a manner that promotes convenient pedestrian crossings between all uses on the corners of 9400 South and State Street. This will be critical in helping provide the pedestrian synergy needed for the long-term success of the area.



Possible design for a mixed-use project anchored by a hotel on the northwest corner of State Street and 9400 South.
Illustration: Dennis Marker

Scenario B - This scenario describes a mixed-use development that could be anchored by a big box retail user as shown on the design scenario below. The big box user would be oriented towards State Street with some existing and some potential new pad sites along State Street. The proposed new street to the west of the big box user (approximately 90 West) could be fronted on both sides by specialty shops, additional restaurants, dining establishments, and business services oriented towards the growing employment base in this area, as well as spin-off services catering to the Exposition Center and Jordan Commons. This area, however, may be more likely to develop with office type uses rather than specialty retail because a big box user fronting State Street would most likely change the type of retail from specialty shops and local spin-off services, etc., to more destination type retail services that would need State Street exposure to survive.



Street front activity such as dining and shopping will help enliven the neighborhood.

The presence of the Becton Dickinson facility across 9400 South may suggest businesses in the technology sector could benefit from spin-off services that might locate in office buildings near a technology marketplace.

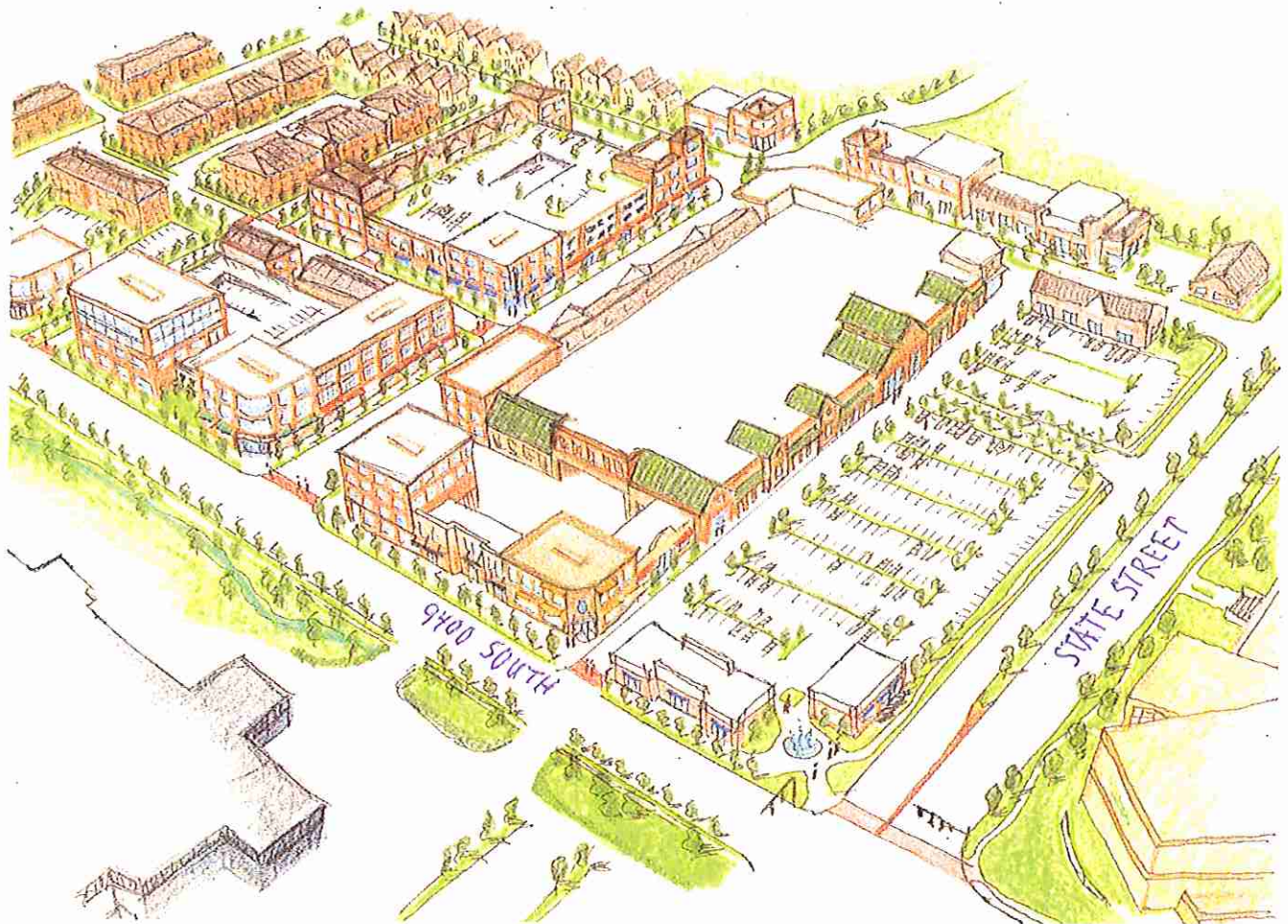
The potential of a light rail station at 9400 South may suggest more intense development of office space in this area and near the TRAX corridor. Employment centers in the area and further to the west could easily be served by a circulating shuttle system to and from the light rail station.

As part of this mixed-use scenario, residential units could be developed on the north and west sections of the site fronting the proposed new streets. While it is unlikely that any new exclusively residential developments will occur in this area, it is important that housing opportunities be developed in this area and in some other locations of the study area. Housing will add new character to the streetfront, and the activity generated by residents will help enliven the area. New residents will also increase the retail market without the additional travel demand on roads in a exclusive commercial zoning district.

With this scenario, as with Scenario A, it is important that key pedestrian connections be provided between uses within the project and that key pedestrian intersections be treated in a manner that promotes convenient pedestrian crossings between all uses on the corners of 9400 South and State Street. This will be critical in helping provide the pedestrian synergy needed for the long-term success of the area.



Housing choice in a mixed-use development.



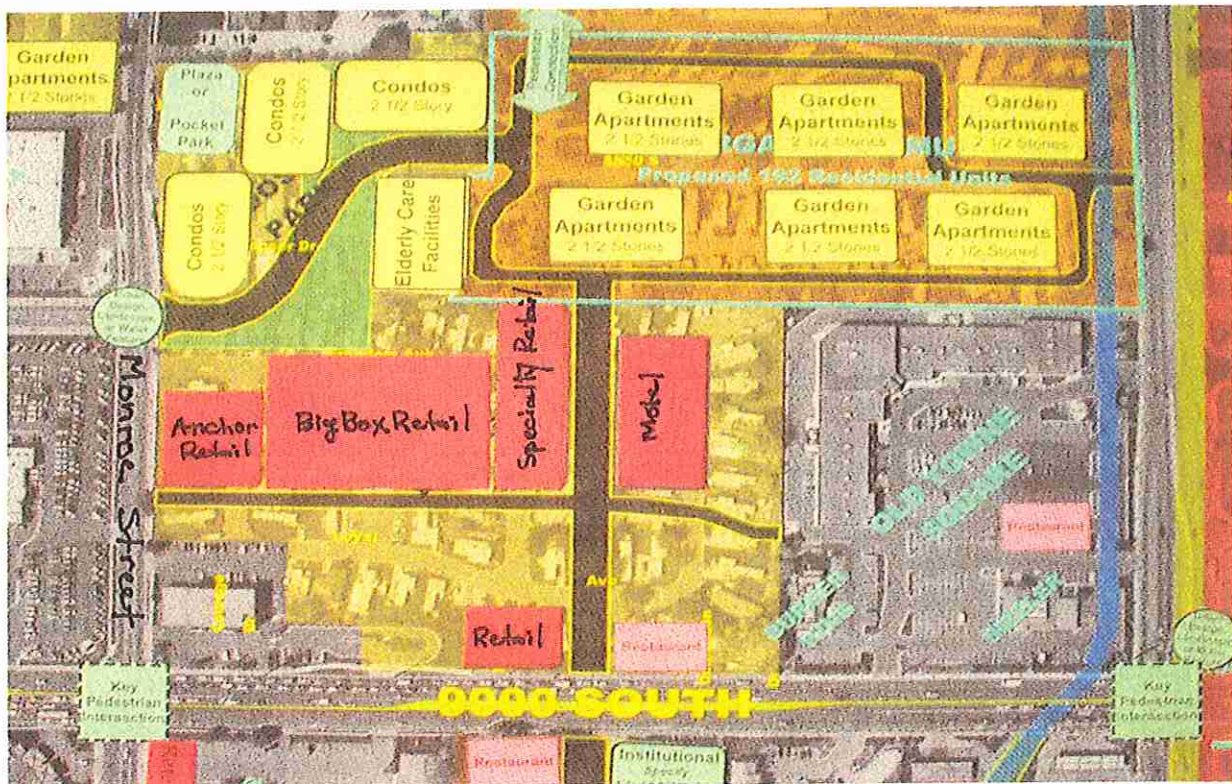
Possible design for a mixed-use project anchored by a big box retailer on the northwest corner of State Street and 9400 South.
Illustration: Dennis Marker

Northeast Corner of 9000 South and Monroe Street

The property is located on the northeast corner of 9000 South and Monroe Street. The site is currently occupied by the Sandee Village Mobile Home Park. The mobile home park will remain until such time as the owners sell the property for redevelopment, as was the case with the former Blue Pine Mobile Home Park. However, it is important that a plan be in place so when the time comes it can be referenced to as a guide for the development of this site. The site has frontage and good access opportunities from 9000 South and Monroe Street. The current use on the property is a somewhat isolated residential area, it is surrounded by commercial on all sides except to the north where the new Coppergate Apartments are being constructed.



Sandee Village Mobile Home Park.



Consensus Plan recommended by the 90th South Gateway Steering Committee for the property on the northeast corner of 9000 South and Monroe Street is a commercial retail center.

With the recent improvements to 9000 South, there is great potential for this area to redevelop as a commercial retail center and also as a possible hotel district with its direct access to the canyon ski resorts.

The lack of existing neighborhood commercial, such as a grocery store in the study area, and the addition of several new residential developments either being constructed or planned for the future in or adjacent to the study area, provides an opportunity for this site to be redeveloped as a commercial center. This type of center would be anchored by a big box retail user with smaller specialty retail shops providing convenient services to the area. These types of smaller retail shops generally provide spin-off services from the major anchor in the center. Retail developments in this area will likely be very different in scale and character than in the downtown area, with single-story, single-use retail development much more likely. With 9000 South being a gateway to the canyon ski resorts, a potential hotel and restaurant opportunity also exists for this site.

It is important, as this property redevelops in the future, that key pedestrian and vehicle connections are provided between uses within the project, and that key pedestrian intersections be treated in a manner that promotes convenient pedestrian crossings between all uses in the area.



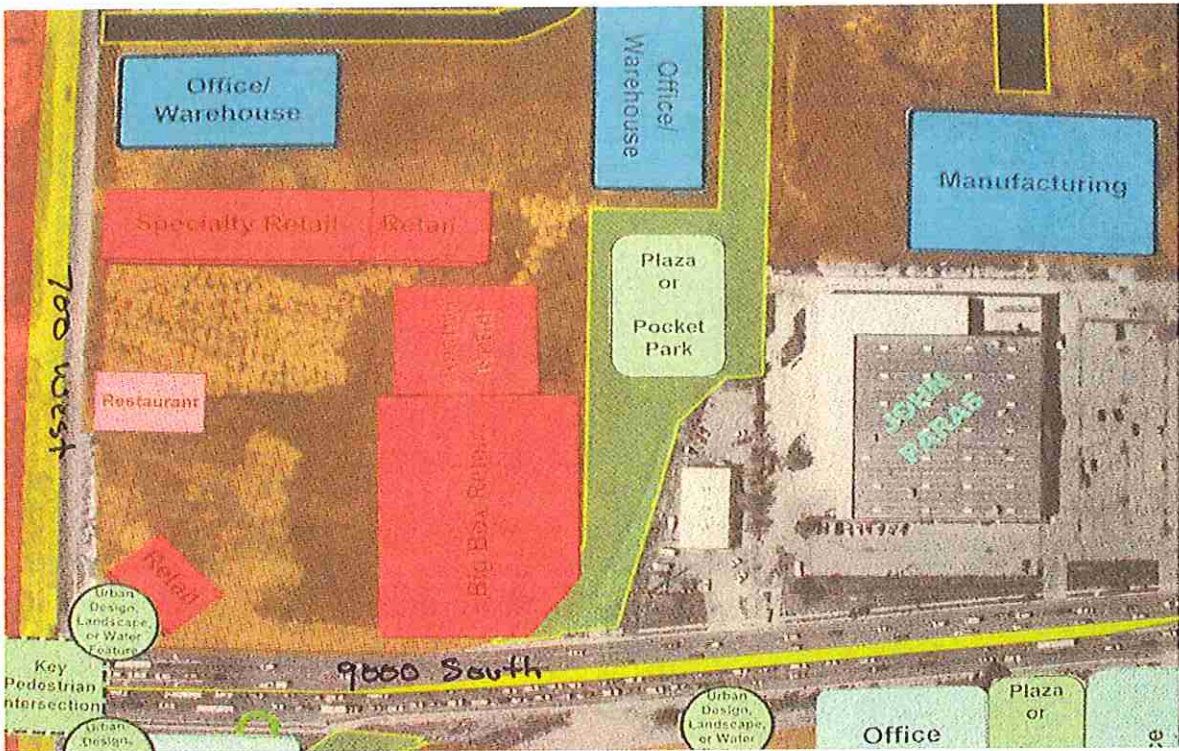
Possible design for a potential redevelopment project that includes a commercial retail center on the northeast corner of 9000 South and Monroe Street. Illustration: Dennis Marker

Northeast Corner of 9000 South and 700 West

The property is located on the northeast corner of 9000 South and 700 West. The site is currently vacant with a great deal of fill dirt being moved onto the site in recent months. This is a high visibility area that has great potential for drawing attention to this area of Sandy City. It is also the western entrance or gateway into Sandy City for those traveling east on 9000 South. Adjacent properties to the north are planned for office warehouse type developments. To the east is John Paras Furniture, to the west across 700 West is vacant property in Salt Lake County, and to the south is the former Utah Roses property which is a key site that will be addressed later in the plan. Also to the south is a large residential area with a mix of housing types and sizes near the River Oaks Golf Course. A large vacant parcel also exists on the southwest corner of 9000 South and Riverside Drive (700 West) that is master planned for residential and commercial type uses. The site has frontage and good access opportunities from 9000 South and 700 West. However, 9000 South access maybe somewhat limited because of grade issues off of 9000 South. The site is also limited somewhat by a distribution power line that runs through the property.



Vacant property on the northeast corner of 9000 South and 700 West. Photo taken from 700 West looking East.



Consensus Plan recommended by the 90th South Gateway Steering Committee for the property at 9000 South 700 West is a commercial retail center.

In the study area west of I-15, there are a couple of major pieces of undeveloped property suitable in size for commercial retail centers, one being at the above location and the other across 9000 South on the southeast corner. These centers could serve the entire western side of Sandy City and the eastern side of neighboring communities. The closest major retail development is to the west in West Jordan at about 9000 South and 1500 West. From a land use point of view, this parcel and the adjacent parcels across 9000 South, that will be addressed later in the chapter, are important to the balanced development of Sandy City. They have the potential to provide necessary retail goods and services to the western portion of the City. There are approximately 870 existing housing units just to the south along Riverside Drive with the possibility of approximately 250 additional housing units.

Community facilities and assets such as parks and recreation facilities, schools and retail convenience shopping are vital to thriving neighborhoods that have been recently developed in this area. In this particular case, it means tax revenues that would stay in the City to help support community programs. If we do not allow local, neighborhood based retail and service developments, then vehicular congestion will continue to grow in the community as residents drive further to other areas to shop and obtain personal services.

The proposed center could be anchored by a grocery store with speciality retail shops. Some front pads could be available for a possible gas station, restaurant, car wash, etc. The way in which the properties around the 9000 South and 700 West intersection develop will determine if this area can fulfill its potential in becoming a regional commercial center.



Possible design for a potential commercial retail center on the northeast corner of 9000 South and 700 West.
Illustration: Dennis Marker

Southeast Corner of 9000 South and Riverside Drive

The property is located on the southeast corner of 9000 South and Riverside Drive (700 West). The property is the former site of the Utah Roses Plant Nursery. The property was recently sold to a new owner who has demolished and cleared all the old structures as part of the process of redeveloping the property. This site also has very high visibility potential in drawing attention to this area of Sandy City. The site has the potential to be a major gateway area into Sandy City for those traveling east on 9000 South. Also because of the site's topography, it overlooks the new City golf course and is visible to the whole surrounding area. The site has frontage and good access opportunities from 9000 South and Riverside Drive.

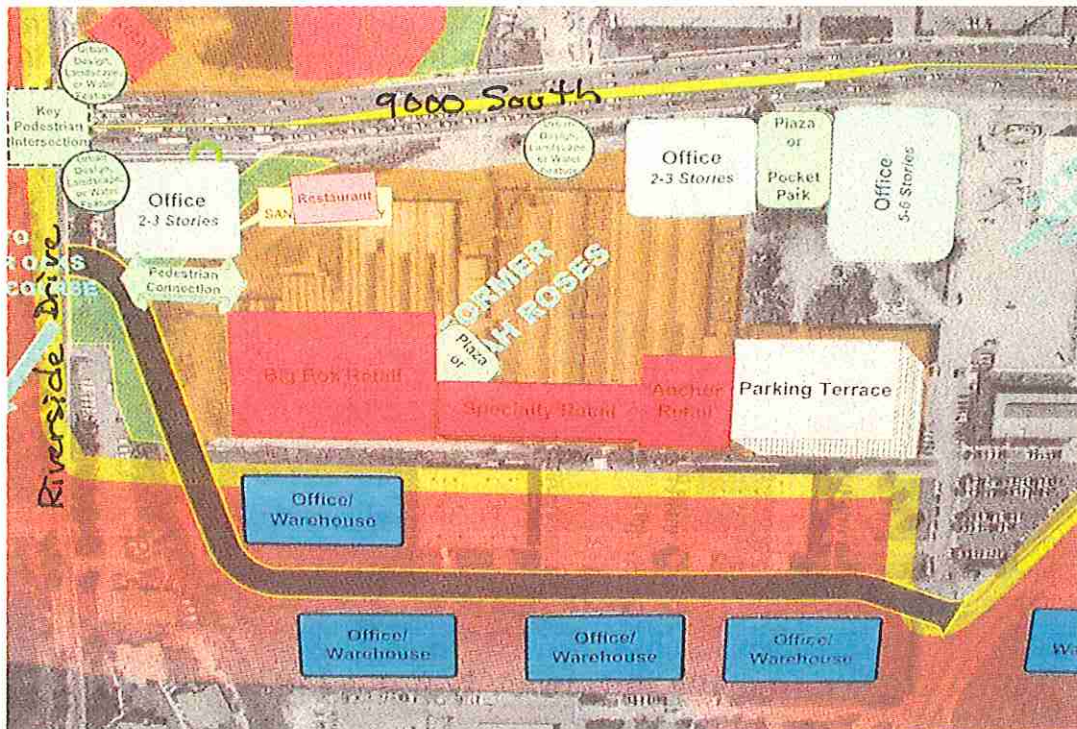


Southeast Corner of 9000 South and Riverside Drive looking west over the valley towards the 9000 South and 700 West intersection.

Adjacent properties to the north include a key site on the northeast corner of 9000 South and 700 West, which is master planned as a commercial center. The Layton Construction office complex is adjacent to the east of the site. Located to the south is existing office warehouse uses with some vacant property available for possible office warehouse expansion. Across Riverside Drive to the west is approximately 20 undeveloped acres that is currently master planned and zoned for residential and commercial type uses. This undeveloped parcel is not within the master plan boundary, but because of the importance of this property and the impact it may have on what develops on adjacent key sites in the master plan area, a land use recommendation will be made as part of this section of the master plan.



Southeast corner of 9000 South and Riverside Drive looking east towards the Layton Construction office complex.



Consensus Plan recommended by the 90th South Gateway Steering Committee for the property on the southeast corner of 9000 South and Riverside Drive.

This site could be developed in several different ways with different types of uses. The plan will address two possible development scenarios that could be developed at this location.

Scenario A - This scenario describes a possible commercial center with a couple of 2-3 story office buildings fronting 9000 South as shown on the map above. Even with the new residential development, golf course and possible future residential development on the undeveloped 20 acres to the west, it is questionable from a market point of view whether the full site could realistically be utilized for commercial development in the foreseeable future.

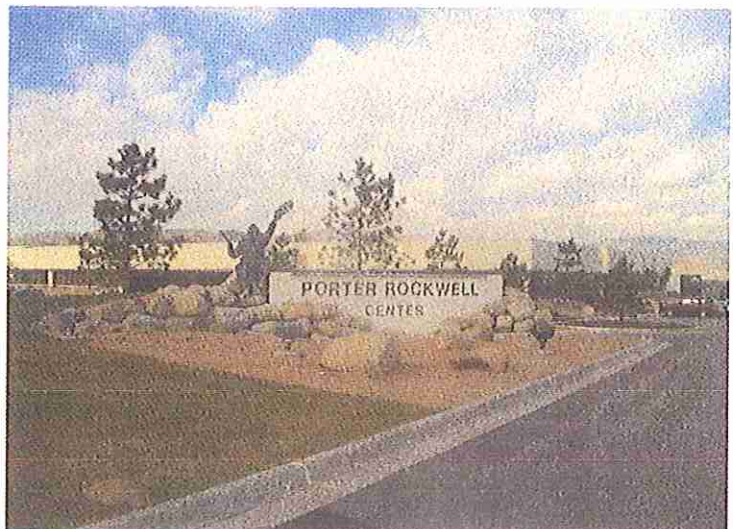
While traffic could be generated to this site from 9000 South, there would likely not be sufficient depth of market to accommodate the same type of commercial centers on both the northeast and southeast corners of 9000 South and 700 West, especially two centers where essentially the same goods and services were offered.

Because of this site's high visibility, a suggested combination of commercial and office uses would appear to be more realistic for the site. The commercial uses should be anchored by a regional retail component that would help bring a synergy to the area without directly competing with the proposed retail on the north side of 9000 South. A regional retail component would help smaller spin-off support retail services benefit and possibly locate in the center. The marketing goal of this area should be to capitalize on the traffic generated by a regional big box user. Offering complimentary goods and services to this market would hopefully capture a share of the broader demand, together with more localized demand for specific goods and services at this site and the surrounding area.

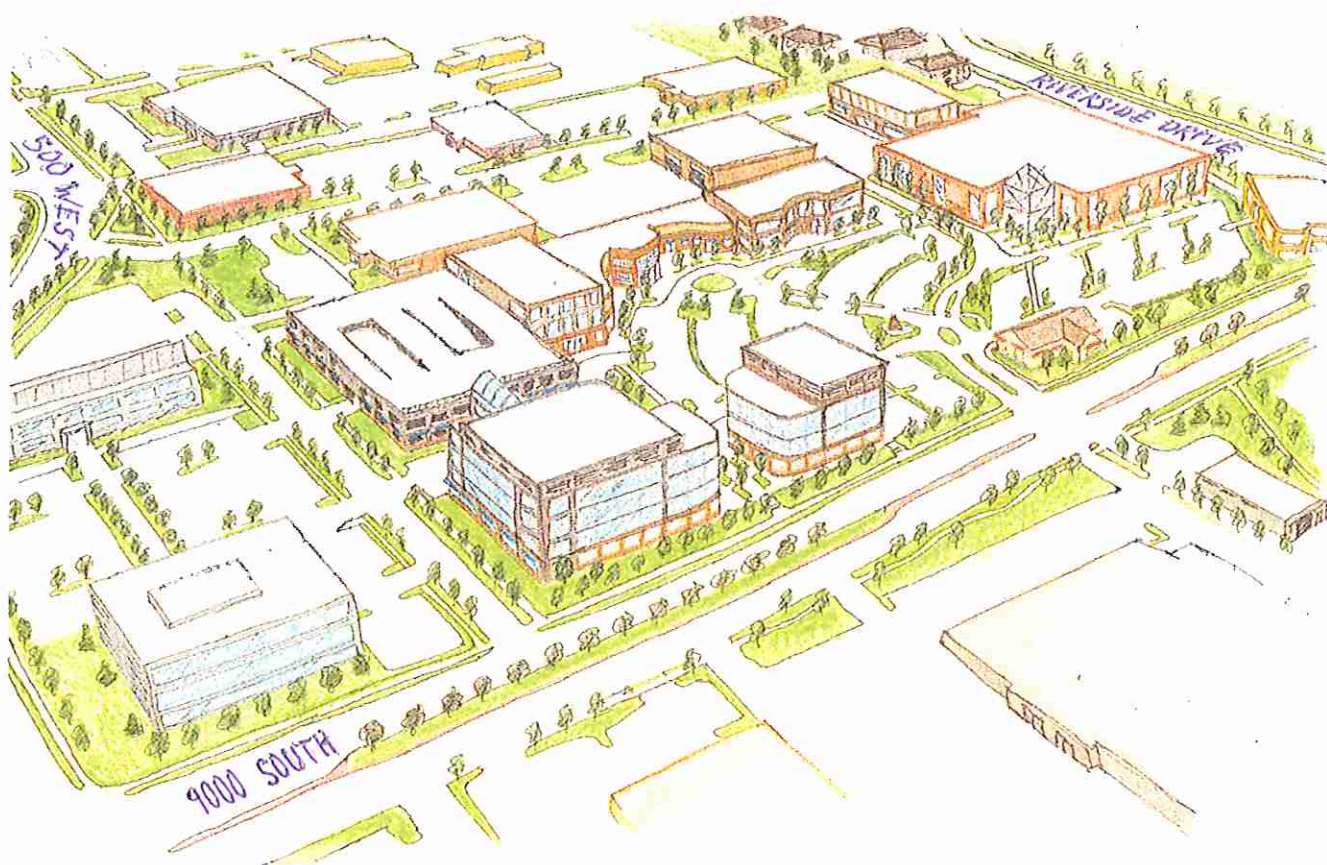
The proposed office buildings under this scenario would be located in such a way that visibility to the center would not be negatively impacted. The office buildings should be pulled up next to 9000 South, which would provide consistency with the Layton Construction office building to the east. The proposed location of these buildings could be designed as though they were part of the Layton Construction office complex. A small office building is also proposed on the southeast corner of 9000 South and Riverside Drive. This building could be designed to provide a visual statement that would serve as part of a gateway into Sandy City.

There are some existing office warehouse uses to the south that are not part of the study area. However, a new street is being proposed at this location that would connect Sandy Parkway with Riverside Drive as shown on the consensus plan map for the site. The new street could open new properties for possible development. The proposed use for this property would be to extend office warehousing into this area.

Scenario B - This scenario describes an office flex-space development for the site. Flex-space office buildings are generally one story and are constructed to serve certain types of office users that need office space with the ability to have some indoor storage. Some of the businesses that are generally interested in this type of facility are computer, medical supply manufacturing, mortgage companies, etc.



Example of an office flex-space development in Bluffdale City.



(Scenario A) Possible design for a potential office/commercial retail center on the southeast corner of 9000 South and Riverside Drive.
Illustration: Dennis Marker

Under Scenario B, if possible the office space should be pulled close to 9000 South with the parking to the rear. This would be important if the property were to be developed as office so it would be consistent with the Layton Construction office complex to the east. This would give 9000 South a very nice appearance on the south side from Sandy Parkway to Riverside Drive. Also important to this type of development would be to have the buildings connected with well designed pedestrian connections, so people can easily walk around within the site.



Flex-space office in Bluffdale City.



Example of flex-space office.

Land Use Recommendation for the Southwest Corner of 9000 South and Riverside Drive.

This property is located on the southwest corner of 9000 South and Riverside Drive. The site contains just over 20 acres of undeveloped land. The property located on the corner along 9000 South and Riverside Drive is currently master planned for a commercial use. The remaining property is master planned for a residential type use.

The site is bordered to the north across 9000 South by vacant property in Salt Lake County. The Burgundy and South Meadows subdivisions are to the south as well as the River Oaks Golf Course and new clubhouse. The site to the west is also bordered by the golf course, and to the east is the Jefferson Place Condominiums across Riverside Drive.

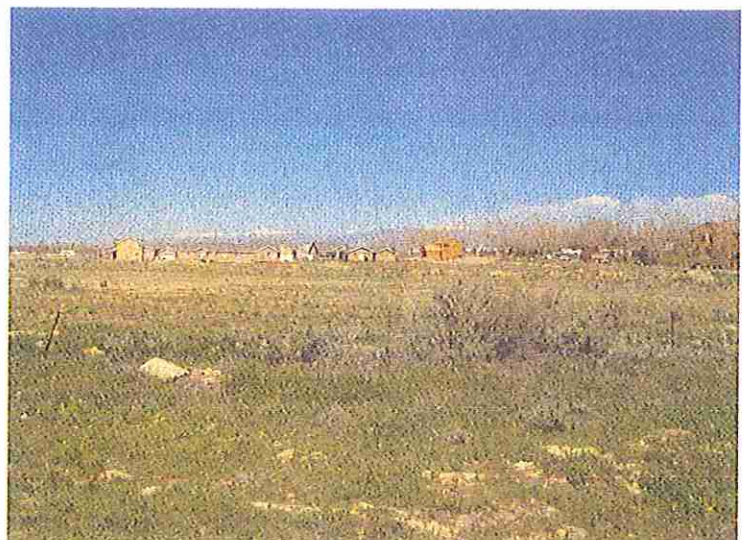


Undeveloped property on the west side of Riverside Drive. Photo taken looking south.

The commercial property on the corner should remain as it is presently zoned to allow convenience commercial type uses. Convenience centers are commercial developments that are substantially smaller than a neighborhood shopping center and, though they should ideally be designed as a small complex, they would most likely attract independent freestanding businesses. This would allow for some limited convenience shopping located next to a residential area where the impact on residences must be kept to a minimum.

The proposed residential area is relatively isolated from the remainder of the City. The major objectives of the City have been to create a viable neighborhood by insuring a solid number of residences, while at the same time creating significant amenities and services for the residents in the area. Some of these amenities, namely a golf course and the future development of the Jordan River Parkway Trail, will benefit the citizens in the neighborhood and will also serve to better identify the area with Sandy City.

In 1997, the Planning Commission granted Conditional Use approval for phase 1 of the Village at River Oaks PUD Subdivision that currently separates the site into two parcels. As part of that approval, several conditions were required by the Planning Commission. The applicant was proposing to develop a 44-lot PUD subdivision. At the time this subdivision was approved, the R-1-8 Zone allowed a PUD subdivision with a maximum density of 5.2 units per acre as a conditional



Undeveloped property to the south of the Village at River Oaks PUD Subdivision Phase 1. Photo taken looking north.

use. This provision has since been removed from the R-1-8 Zone. Phase 1 of the Village at River Oaks PUD Subdivision was submitted in three different sub-phases. Phase 1-A consisted of 12 lots and was the only phase started by the developer. The project was then foreclosed on, and several of the lots in phase 1-A were sold to individuals who have continued to build a few homes over the past few years.

There are a number of ways the remaining residential portion of the site could be developed. A PUD would allow the site to be developed consistent with the Village at River Oaks PUD Subdivision that sits in the middle of the site. A PUD would require the project to provide amenities to those who live in the project. This would not be a significant benefit to the area as a whole but would be a benefit to those who purchase a home in the project. With the lack of services in the area, anything provided within the proposed subdivision would be helpful.

The site is located in an area designated as the Sandy City Sensitive Area Overlay Zone. This zone is viewed as area located adjacent to the base of mountains, fault zones, flood plains, high water tables, or other potential problems such as significant concerns with 30% or greater slope areas. Based on the site's location and the existing topography of the site, portions of the subject property may be located in a flood plain area. The entire site has other potential environmental constraints, such as a high water table, that will need to be considered.

The PUD Zone would allow for a number of single family detached subdivision design layouts. The PUD development concept also encourages a more efficient use of land by encouraging subdivision designs which allow more open space to be preserved. It would also allow a zoning to be put in place that would have flexibility to better meet the standards of the Sensitive Area Overlay Zone. The PUD Zone would also help provide a buffer between the River Oaks Golf Course and any new development. This would help reduce the chance of homes being hit by golf balls.

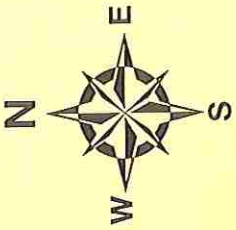
Another type of residential development that could be considered for the site is a Traditional Neighborhood Development (TND). The TND Overlay Zone was established to create a floating zone to be used in appropriate locations within the City in conjunction with the underlying residential zones. The overall desired effect of this zone is to provide a quality living environment which encourages contact between neighbors and provides quality housing for families in various stages of life. The TND Overlay Zone represents a departure from typical zoning to the extent that it requires physical design that promotes pedestrian activity through the incorporation of specific development guidelines.



Undeveloped property along Riverside Drive with the Jefferson Place Condominiums to the south.

Proposed Land Uses

Legend



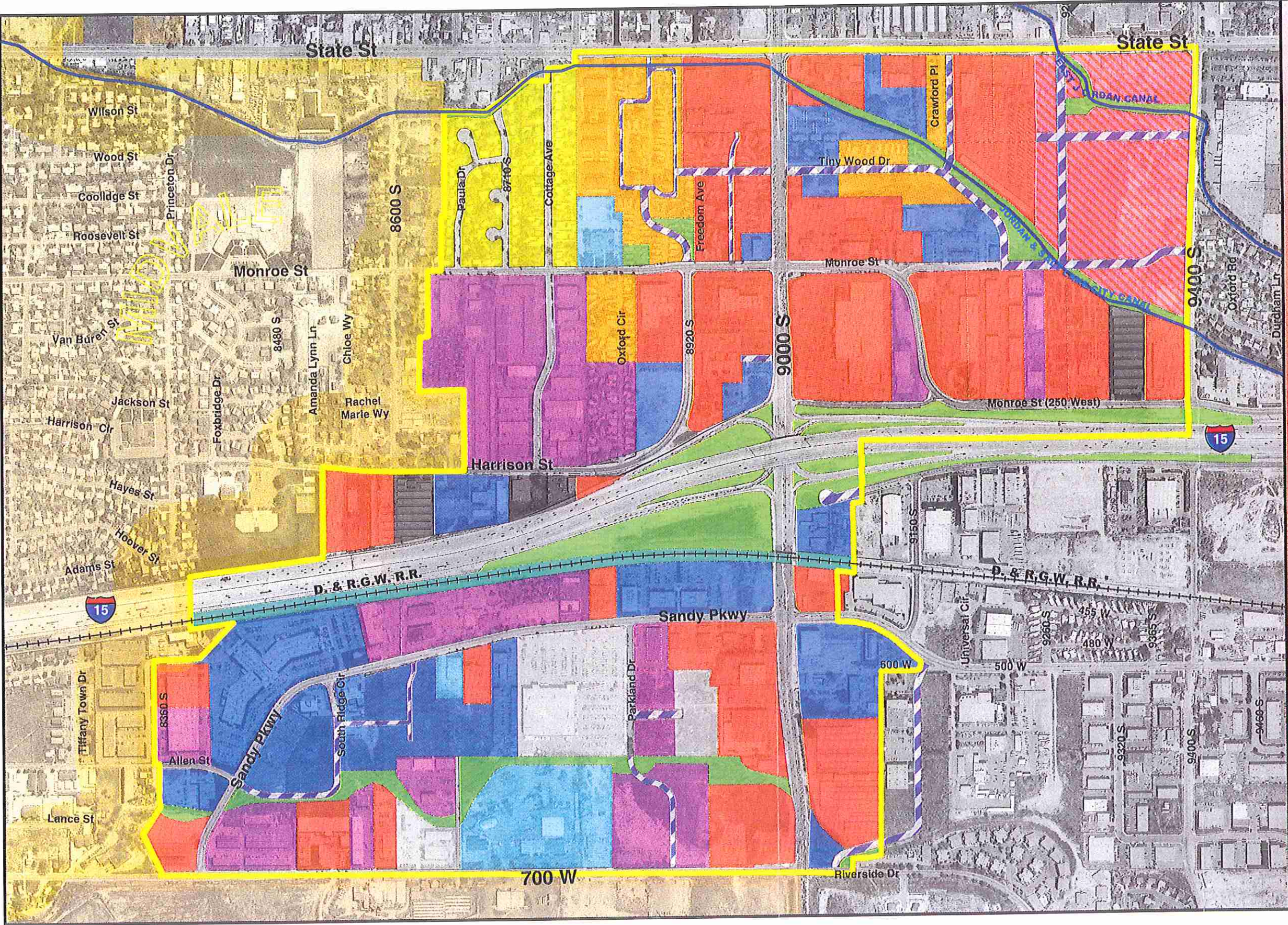
1 Inch equals 650 feet

- Single Family Residential
- Med-High Residential
- Public/Institutional
- Office
- Office/Warehouse
- Commercial
- Mixed Use
- Warehouse/Storage
- Industrial
- Proposed Right-of-Way
- Railroad Right-of-Way
- Open Space/Parks

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Aerial Photography
acquired spring 2002. Landuses
determined by public meetings held
October 2002.

Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 23, 2003



Transportation and Mobility

Street Systems

A transportation system is one of the most crucial factors that influence the development of an area. It is the network of facilities that allows for the movement of people and goods. The very heart of transportation planning is tied to the design of these facilities—streets and roadways, mass transit, and pedestrian trails. Planning maximizes the accessibility of residents to activity centers, while also considering safety, cost and amenities to the public.

The overall adequacy of a transportation system is inseparably linked to land uses. It is one of the major influences on the economic development of an area. It is a major structural element of a city and its neighborhoods and is a prime factor contributing to or hindering the development of a community's identity.

The overall goals for circulation in the study area are to create a safe auto oriented, cost effective, multi-modal, pedestrian safe, environmentally sensitive, and convenient transportation system. Accommodating present and future travel demands, primarily by private automobile, is a key concern in the study area.

Future Transportation Conditions

The objective of this section is to establish the future transportation needs of the study area which would further the City's circulation goals. The following elements were established as the future transportation needs of the study area based on the anticipated development of key parcels over the next several years:

- Placement of raised medians on 9000 South from State Street to 700 West
- Placement of raised medians on State Street from 9000 South to 9400 South
- 6-lane cross-section, 9000 South and State Street
- Improved key pedestrian intersections throughout the study area
- Improved internal circulation with street networks
- Improved pedestrian connections
- Improved access to land parcels
- Increased usage of other modes of transportation

9000 South/State Street Medians

Because of the large amount of traffic along 9000 South and State Street, it has been necessary to install raised medians at certain locations. As the undeveloped parcels fill in, and more importantly as parcels redevelop with more intensive uses in the future, it is recommended that the raised medians be expanded to cover the area from State Street to 700 West on 9000 South and from 9000 South to 9400 South on State Street. Median openings should be limited to signalized intersections.

Parts of the center medians could be designed with landscape plant materials alternating with hardscape materials. This would have to be done in accordance with the new streetscape policies in the Sandy City Streetscape Plan. As more intensive uses develop or redevelop along 9000 South and State Street, new

access points onto 9000 South and State Street may be needed. Raised medians may need to be put in place to restrict vehicles from making left turns creating an unsafe situation. If done correctly, raised medians can also act as a traffic calming measure and can provide a refuge area for pedestrians as they cross at key pedestrian intersections.

6-lane Cross-Section, 9000 South and State Street

9000 South currently has a 6-lane cross-section in most of the study area. Significant traffic congestion problems west of I-15 currently warrants the need for the 6-lane cross-section to be extended west of 500 West. Traffic volumes on State Street in the future may also warrant the need for a 6-lane cross-section. A typical 106 foot roadway cross-section will allow for six 11.5 foot travel lanes with a 14 foot raised median (with median openings and left turn lanes at signalized intersections). There may be a need to widen approaches to intersections at some locations to provide right turn deceleration lanes.

Pedestrian Intersections

The need for improved pedestrian connections at some major intersections in the study area were identified. The intersections identified in the plan are those near current activity centers or where a major development may locate in the future. Improvements to intersections can include bomanite crosswalks, pedestrian countdown lights, etc. The intersections identified along 9000 South are State Street, Monroe Street and 700 West. Another identified intersection is 9400 South and State Street, as well as the possibility of new intersections as part of future developments in the area.

9000 South and State Street is a critical intersection for pedestrians who maybe using the light rail system on 9000 South in Historic Sandy. The 9000 South trail also crosses the intersection at this point on the north side. To the north of the intersection are two large apartment complexes and a commercial center. One of the apartment complexes was just recently approved as an affordable housing project. One reason this site was attractive to the developer is because of its location near the light rail station. With new and existing developments, this intersection will have to adequately accommodate a continual increase in pedestrian activity.

Monroe Street and 9000 South were identified as important pedestrian intersections because of the residential area to the north that may cross at this point to get to the various shops at this location. This intersection will become even more important in the future as the Sandee Mobile Home Park redevelops with a more intense use. At that point, pedestrian traffic will be moving between the two shopping areas on the north and south side of 9000 South.

700 West and 9000 South is not an intersection used much by pedestrians at this time. However, major undeveloped parcels exist on all four corners of the intersection as well as a new golf course. The type of uses being recommended in this area are fairly intense commercial, office and residential. As these properties develop, it will be important that the intersection be improved for increased pedestrian use and to help connect the projects that will be built on both sides of 9000 South. This intersection is also a crossing point for the 700 West trail system that connects to the Sandy Parkway Trail.

In the past 9400 South and State Street has been an important intersection, but with one of the Cities largest employers being Beckton Dickinson and new developments such as Jordan Commons and the Expo Center, it must cater to a more pedestrian oriented atmosphere. The potential of a major

development on the northwest corner of State Street and 9400 South is very good with the location being just across State Street from other major uses. Also, this area has the potential for a new light rail station at 9400 South and 150 East that will potentially bring a lot more pedestrian traffic to this area. This intersection will continue to see an increase in pedestrian activity and will need to be improved to help connect the major land uses and make it more convenient for pedestrians. As this area continues to develop, other pedestrian intersection improvements may become necessary.

Internal Circulation with Street Networks

Areas where improved internal circulation are recommended will also help to facilitate access to land parcels and improve internal circulation and redevelopment opportunities.

Monroe Plaza Way Extension

The proposed new roadway extension of Monroe Plaza Way will provide a backbone for a future street network between 9000 South and 9400 South. This extension and street network will improve internal circulation and redevelopment opportunities and will also alleviate some traffic congestion on State Street. One of the new roads in the street network could be 9250 South (see the transportation map for other roads in this network). 9250 South at State Street will not be a signalized intersection because it is too close to the signal at 9400 South.

New Traffic Signals

Traffic signals on State Street need to maintain equidistant spacing to minimize congestion and to aid in coordinating signal timing; therefore, the only possible location for a future signal on State Street is at 9200 South. An intersection at this location could only be possible if Ardell Brown RV Sales were to redevelop to another use or to a modified site plan in the future. A signalized intersection may be possible on 9400 South at approximately 60 West or just at the crest of the hill.

Other New Roads

A new roadway network is being recommended that would connect the new Coppergate Apartments to 9000 South and Monroe Street to the west. This will allow the Coppergate Apartments a much better circulation system. These proposed new streets will also provide access to the Sandee Mobile Home Park and Hoosier Mobile Home Park, if they choose to redevelop in the future.

When the I-15 improvements were designed and constructed, the frontage road north of 9000 South was closed, limiting access to the Comfort Inn Hotel on the north side of 9000 South adjacent to the I-15 north bound on-ramp. It is recommended that an access from 9000 South to the hotel be developed between the Butterfield Ford and Warner Truck dealerships.

On the west side of I-15 and 9000 South near the southbound on-ramp is the end of the northbound frontage road that has a cul-de-sac at the end. This was done as part of the I-15 reconstruction project. It is recommended that the cul-de-sac be moved to the south to allow more of the property to be developed that fronts onto 9000 South. Any development or redevelopment of the properties at this location should be required to provide a shared access to 9000 South with adjacent parcels.

A new roadway is being recommended just to the south of the former Utah Roses property that would connect 500 West with Riverside Drive. This proposed new road would provide internal circulation and access to undeveloped parcels. The new road would also be linked and act as access to the future development on the former Utah Roses site.

Other feasible internal circulation elements include the extension of Parkland Drive to 700 West and the South Ridge Circle extension being developed as part of the new Sandy Technology Center. Both of these extensions will improve traffic circulation and provide access to undeveloped parcels.

Exploratory Corridors

The master plan identified two areas where exploratory corridors were considered. These corridors are located where Ardell Brown RV Sales and Wasatch Nursery are currently located. Exploratory corridors are those that could be developed in the future if the property owners decide to redevelop these properties.

Pedestrian Connections

Even though much of the study area is very auto-oriented, an effort should be made to provide pedestrian connections when possible for ease of access and increased safety. These types of connections will help to improve pedestrian accessibility between residences, community facilities, and activity centers.

Other Modes of Transportation

Transit use has increased since the TRAX light rail system began operation in 1999. The nearby Historic Sandy park and ride facility is at capacity daily. A recent expansion of the Civic Center Station at 10000 South, which is the present end-of-line, has helped to increase parking capacity. Bus service is primarily focused on regional commuter connections to and from the light rail line. Local service that links the study area with nearby neighborhoods and other Sandy destinations has improved with recent realignment of routes to service the TRAX stations in Sandy. However, the infrequency of service and limited streets served by local routes makes it difficult to use the bus as a primary local transit mode.

9400 South has in the past been an important thoroughfare, and with new developments such as Jordan Commons and the Expo Center, it must cater to a more pedestrian atmosphere. The potential of a new transit station at 9400 South may help reduce some of the auto traffic associated with these entertainment and leisure venues. Prior to the development of a new light rail station, the light rail trail system should be fully developed and utilized. When this trail is developed, it will connect to 9400 South from both the 9000 South and 10000 South stations.

As commercial, office and residential development continues in the study area, the increase for pedestrian traffic demand exists. Pedestrian amenities, however, are very limited. Sidewalks along busy streets are often not located to provide a buffer between pedestrians and cars, and many sidewalks have no pedestrian amenities such as shading, benches, and appropriate lighting for night use.

Bicycles are another form of transportation that should be considered in the study area. However, according to the Sandy City Parks, Recreation and Trails Master Plan, there are no designated bike lanes

on the roadway system within the study area. Bicycle lanes should be considered in the study area on some of the streets.

With the increase of residential dwelling units and the potential for future higher intense land uses in the study area, urban trail systems become an economical mode of transportation. Trails can provide recreational opportunities and access for those who choose alternative modes of transportation. All trail improvements should be constructed to accommodate bicycle paths, walking paths, and equestrian use, where appropriate. Trails that exist or are being proposed in the study area will be discussed in the open space and trails section of the plan. Trails that are being proposed in the study area should be compatible with the existing City-wide trail system as adopted in the Parks, Recreation and Trails Master Plan.

Transportation and Mobility Recommendations:

- Expand the raised median along 9000 South to cover the area from State Street to 700 West. Raised medians should also be located on State Street from 9000 South to 9400 South. Median openings only at signalized intersections. Medians will help restrict vehicles from making left turns and creating unsafe situations.
- Design intersections for pedestrian friendly crossings.
- Improve internal street circulation as recommended in the plan to help facilitate additional linkages between streets and activity centers, and to also provide access to land for development or redevelopment.
- Require that a detailed traffic impact study be conducted on a case by case basis by each developer for significant development or redevelopment projects in the study area.
- Improve pedestrian connectivity between residences, community facilities, and activity centers.
- Encourage UTA to provide bus service that link the study area with nearby neighborhoods and other Sandy destinations on a more frequent basis.
- Develop an effective community trail system in the study area that is compatible with the City-wide trail system as adopted in the Sandy City Parks , Recreation and Trails Master Plan. Also consider creating bicycle lanes on some of the streets in the study area.

Parking

The study area will continue to be very auto-oriented, and convenient and accessible parking will be important. Opportunities exist to reduce the impacts of parking without reducing the availability of parking. Different types of uses that have different parking demands at peak use periods can share parking facilities with very little negative impact. For example, office space has a peak demand during business hours, while retail and entertainment demands are in the evening hours.

In addition to the sharing of parking areas, consideration should be given to where parking facilities are located. In general, parking lots are expansive and in many cases not very attractive, although some property owners have taken great steps to provide landscaping and other beautification. And while there are many things that can be done to improve the appearance of parking lots, locating them away from primary view and activity areas will create a more positive community image. In some cases this will not be possible, but opportunities are still available to do this in the study area. Street frontages that

consist of buildings rather than parking lots and driveways will naturally be much more attractive.

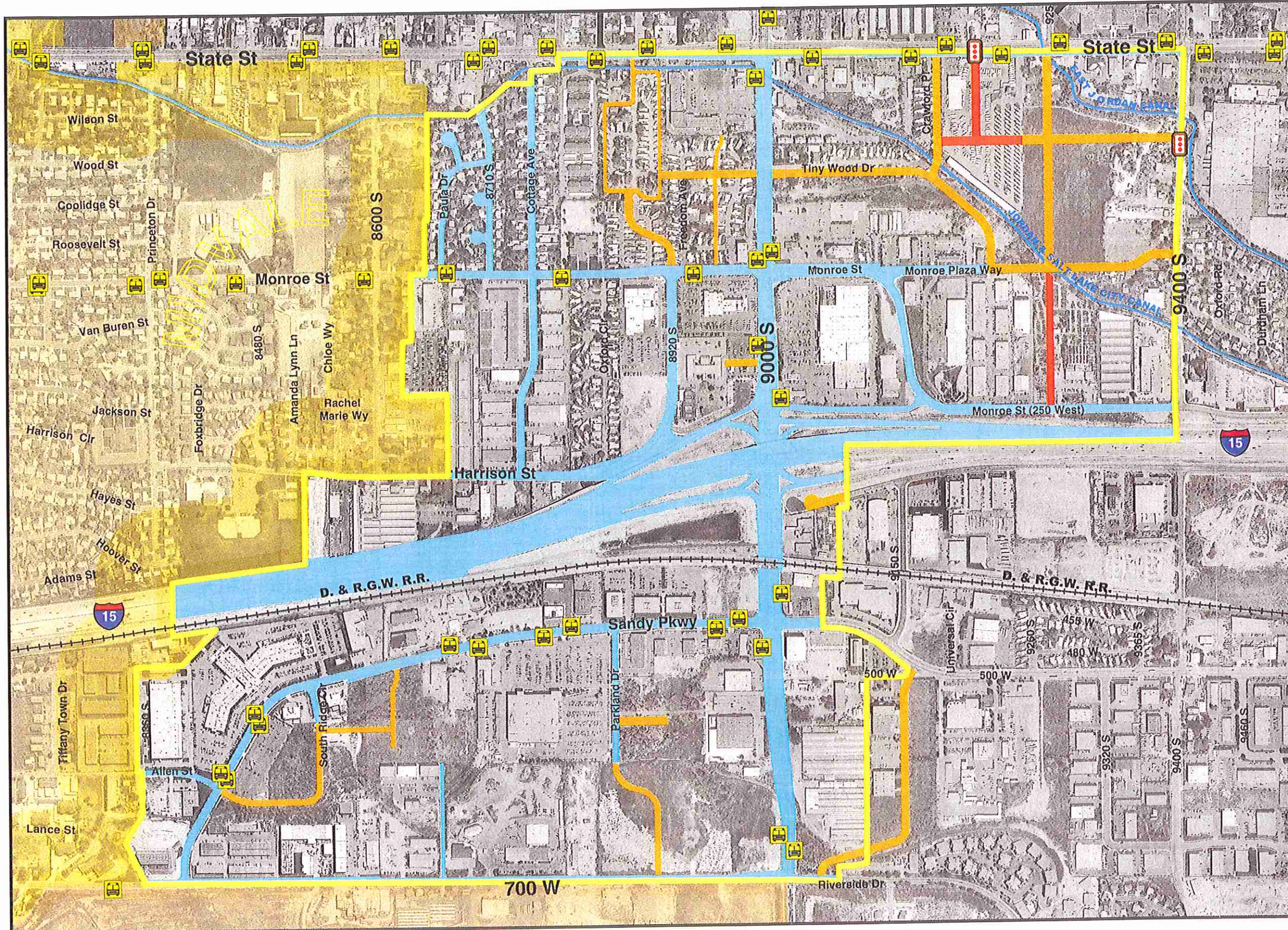
Structured parking facilities can reduce the ground area required for parking. While this is generally a more expensive approach than surface parking, eventually the economic development potential for real estate will determine that such an approach is cost effective. Because of the type of uses proposed in the study area, most will have surfaced parking. However, the properties on the northwest corner of 9400 South and State Street and the southeast corner of 9000 South and Riverside Drive could have the type of intense land uses that may justify parking structures.

The materials used for parking facilities can have a significant impact on the character of the area. Providing shading or light colored paving materials such as concrete can have a positive impact on the appearance of these areas and results in a much more pleasant experience. Shade trees and landscaping used throughout parking lots can also improve the appearance of these areas, help reduce surface temperatures in the summer, and improve air quality.

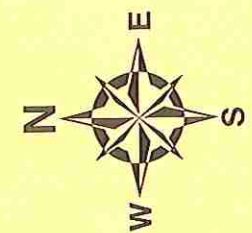
Parking Recommendations:

- Provide adequate parking to serve existing and new public and private developments.
- Encourage developments that can use the same parking for different peak demands.
- Encourage parking to be located at the sides and rear of buildings.
- Consolidate driveways to reduce curb cuts, traffic impacts, and potential conflicts with pedestrians.
- Provide water conservation landscaping, especially shade trees, in existing and new parking lots to upgrade their appearance, improve air quality, and create a more pleasant environment.
- Encourage parking structures when possible.

Proposed Transportation



Legend



1 Inch equals 650 feet

- Existing Roadways
- Proposed Roadways
- Exploratory Corridors
- Existing Bus Stops
- Exploratory Traffic Signals

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Aerial Photography
acquired spring 2002. Bus stops
obtained from Utah Transit Authority.
Proposed Right-of-Ways determined
from public meetings held October 2003.
Other information from Sandy City GIS.

Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 23, 2003

Open Space, Trails and Landscape Features

Open Space

There are very few open space amenities within the study area. However, there are open space amenities located nearby including the River Oaks Golf Course, Jordan River Parkway Trail, City parks and playing fields across State Street in the Historic Sandy District, and the trail that will be constructed along the light rail system that will have nearby access at the Historic Sandy Station at 9000 South. The potential does exist in the study area for public space amenities to be developed in the future as indicated on the Open Space and Trails Map. These public spaces are very different in size, amenities, and character, but all have the potential to be valuable resources through careful planning and design.

As properties develop or redevelop in the study area, consideration should be given to providing public spaces. In the future as the existing mobile home parks redevelop with other types of residential uses, it will be important that amenities such as small pocket parks or other public spaces be provided for the residents in the area. The plan has proposed potential locations where pocket parks could be located in the study area. A pocket park is usually designed for children in the neighborhood because of their small size. Facilities are usually limited to a small grass area, a children's playground, and a bench or picnic table. A pocket park site should be located central to its service area, within a quarter-mile walking distance of its users if possible.



Small pocket park developed along the 150 East linear park and pathway in Historic Sandy.

The study area has a fair amount of office uses and potential for several more office buildings in the future. Consideration should be given to providing public spaces, plazas, etc., for the employees of these facilities to take advantage of at lunch or on breaks. Beckton Dickinson, located adjacent to the study area on State Street and 9400 South, has provided a track and park area for its employees that can serve as a model for other employment centers and campuses. Providing an outdoor space for employees to dine, exercise, or take a break is an important commodity to productivity, and a great incentive to attract and retain employees. A well kept private park can improve the



Linear open space with a pathway and a place to rest.

appearance and vitality of a site.

Trails

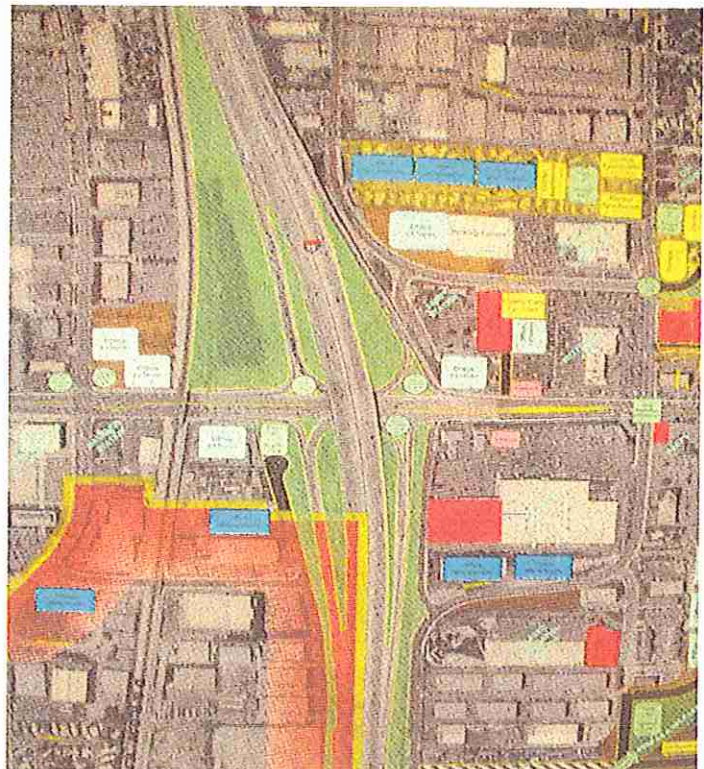
The trail system is an important part of the open space network. Trails are effective linear open spaces that bring desirable landscaping and other positive aesthetic benefits to the community. The recommendations on the following map are intended to compliment the existing Trails Master Plan and should be seen as minor proposed additions to the existing plan.

One significant element of the trails plan is the development of multiple trails along existing canal easements. This will require cooperation of regulatory agencies having jurisdiction over the canals. This will likely present challenges, but if these can be overcome, the result will be an extensive network of trails throughout the community. The canal trails are an important resource, not only for mobility but for recreation as well. Resting and sitting stations along the trail, especially at strategic scenic locations, would provide a greater sense and appreciation for the community. Informational and interpretive signs indicating important landmarks or locations visible in the region would help educate and inform users about broader community issues, such as water conservation, air quality, and other environmental concerns. The trails that are being proposed or that are already existing in the Trails Master Plan will help provide a trails network that will link the study area with the rest of the community. The existing and proposed trails network will also help connect the existing uses better with each other and also to potential uses within the study area.

Landscape and Gateway Features

Neighborhood and community plazas, landscape features and gateways are becoming increasingly popular, in conjunction with a renewed emphasis in many cities on neighborhood planning and revitalization. The new emphasis on gateways and corridors reflects a growing trend toward creating landmarks that help the traveler distinguish one place from another and gives residents and businesses a renewed sense of civic pride.

Several locations as indicated on the following map have been recommended in the study area as potential gateways or areas where landscape features should be considered. The major gateway locations being proposed are at 9000 South/ I-15 Interchange, 9000 South/700 West, and 9000 South/State Street. The gateways being proposed on 9000 South should be constructed in conjunction with the development of the properties, helping to make the development a visual landmark to the area. A design theme should be considered for the



Consensus Plan recommended by the 90th South Gateway Steering Committee shows the 90th South /I-15 Interchange as an area for needed beautification improvements. Recommended as a major gateway to the study area and community.

proposed gateways and the entire 9000 South corridor in the study area. One possibility would be to extend the landscape design and lighting theme from 9000 South east of State Street all the way through the study area to 700 West. This would allow a consistent gateway and corridor design theme for a major portion of 9000 South in Sandy City.

The City has already hired a landscape firm to do the landscape design work for the 9000 South/I-15 Interchange. Due to the prominent location of this on-off ramp into Sandy, the City felt it was important to enhance the look of this entrance to the City. It is anticipated that by the summer of 2003 the design will be ready to present to the City Council.

Open Space, Trails and Landscape Features Recommendations:

- Encourage multi-use trails, where appropriate, using the existing canal system right-of-way.
- Provide information to recreationists and businesses in the area for employee use.
- Encourage the development of private plazas or small parks in large office developments.
- Encourage a landscape and lighting theme for the study area along 9000 South from State Street to 700 West. Consider using the same landscape and lighting theme that was used on the east side of State Street along 9000 South.
- Encourage the enhancement and beautification of the 9000 South/I-15 Interchange along with other major gateways in the study area to help give residents and businesses a renewed sense of civic pride. Include the Beautification Committee in the planning of City gateways etc.
- Encourage new residential development to provide pocket parks or other open space amenities for the residences in the area.

Open Space,
Trails, and
Landscape
Features

Legend

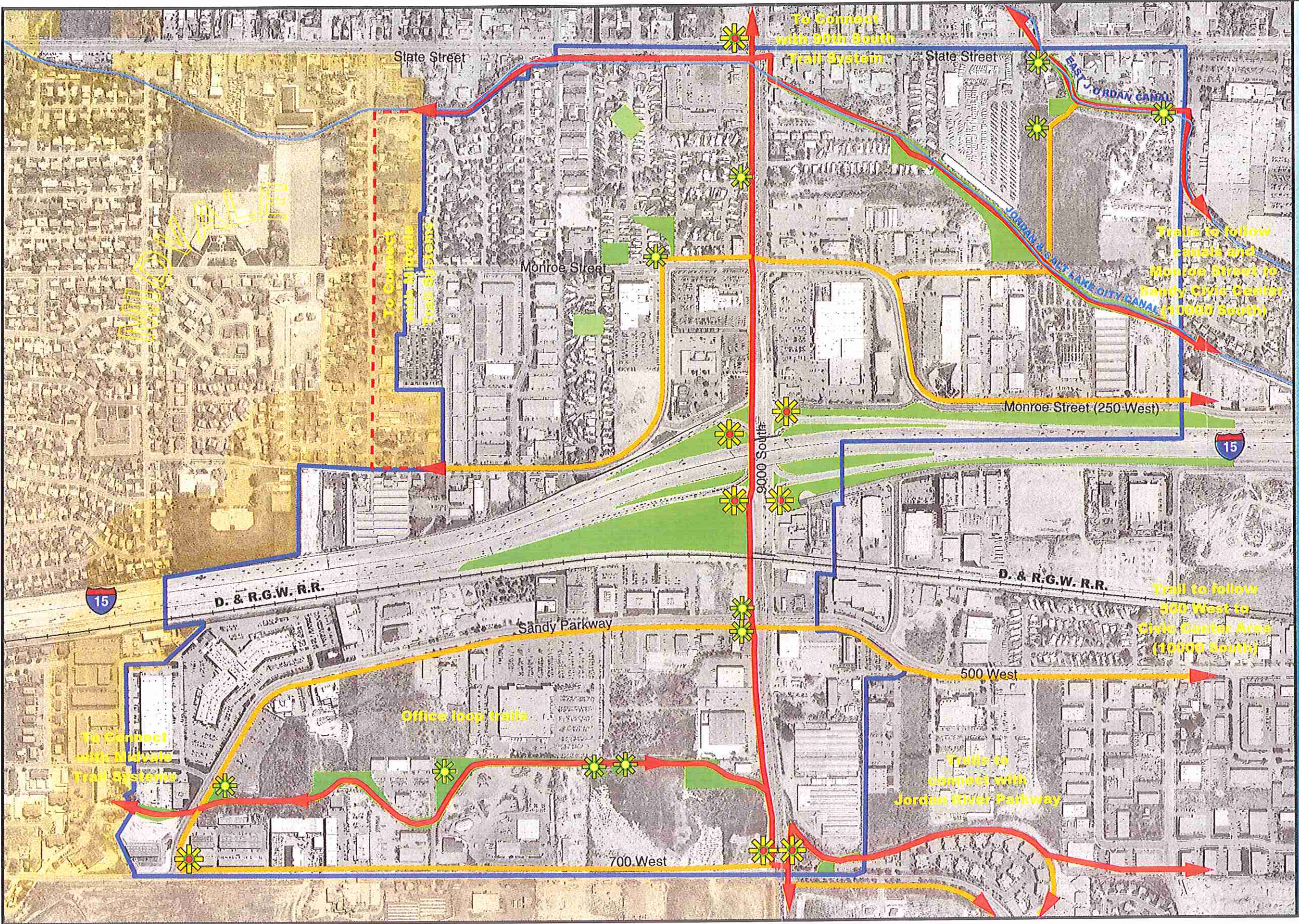
1 Inch equals 650 feet

- Proposed Sandy Parks Master Plan Trails
- Proposed Multi-purpose Trails
- Possible Midvale Trail Connection
- Open Space Corridor
- Landscape Feature - Sandy City Entrance
- Landscape Feature - Prominent

Software: ArcMAP version 8.1,
ArcINFO version 8.1
Hardware: PC, Pentium IV 2.53GHz
Data Sources: Sandy Parks Trails
from Sandy General Plan. Landscape
features and proposed trails from public
meetings held October 2002.

Map for General Reference Only

Produced By
Sandy City
Community Development Department
Dennis L. Marker - Planner/GIS
June 23, 2003



Property Conditions

Deterioration and Blight

Properties do exist within the study area that are experiencing deterioration and blight. Although most of the structures seem basically sound, at least from an exterior viewpoint, some are in need of readily apparent routine maintenance. Without this maintenance, these structures could easily deteriorate to a non-rehabilitable condition. Such maintenance may include painting or siding repair, new roofing, extensive yard or property work or fixing a garage or other accessories.

Any one of these can become a major problem if not addressed in a timely manner, especially with older homes or businesses. Further, lack of maintenance on one property often has a domino effect in lowering the level of upkeep on nearby properties, leading to widespread decline in the area.

The East Jordan Canal and Jordan and Salt Lake City Canal runs north to south through the southeast part of the study area. The canals have become a real weed and junk problem with a lot of heavy overgrowth. In some cases rats have been seen burrowing holes in the banks of the canals which may cause a possible flood problem in the future. As indicated previously in the plan, these areas have also become a magnet for illegal dumping, burglaries in the vicinity of the canals and home to transients. In the past little success has been made in efforts to get the canal companies to clean up the canals. Success has come, however, when both public and private landowners and businesses work together. This was the reason given for the success of the Sandy City Community Action Team project referred to as a previous example in the plan.

Sandy Pride Day is an annual event in Sandy City. Many cleaning projects are done as well as planting trees, flowers, and home maintenance throughout the City. This is a City-wide event that has been very successful in helping keep the community a beautiful place to live. While still participating in the Sandy Pride Day, the neighborhoods in the study area are small enough to have their own neighborhood clean-up day.

The residents of the area could select a date when they would work together to cleanup rubbish in back yards, front yards, home repairs, and vacant lots. They could possibly make arrangements with the City to provide refuse trucks. Also, local businesses could be approached for material donations to help the neighborhood look better. This may also provide an opportunity for the residents to dispose of old appliances and other bulky objects that the regular pickup service will not handle. As part of the clean-up campaign, residents could sweep sidewalks and collect litter from the street gutters.

Property Condition Recommendations:

- Conduct a planning program to identify necessary improvements and develop a comprehensive maintenance improvement program.
- Enhance views of the area from the freeway to ensure an overall high visual quality as you enter the area from the freeway.
- Encourage and enforce responsible landlord management of rental property through improved tenant selection and property maintenance.

- Encourage rehabilitation and reuse of older and deteriorating commercial buildings (restoration of facades, etc).
- Eliminate and discourage future land uses that will degrade or contribute to decline of the area.
- Encourage the redevelopment of underutilized properties and the development of vacant and cleared properties.

Commercial Retail Action Plan

	Action	Goal	Participation By	Time Frame
1	Encourage neighborhood retail development that will enliven street fronts and service the needs of the residential neighborhoods in the area.	Economic growth and development/ Integrate existing neighborhoods	Businesses Developers Local Government	Immediate
2	Revitalize the commercial areas along the west side of State Street in such a way as to provide a catalyst for improving the surrounding area.	Economic growth and development	Businesses Developers Local Government	Long-Term
3	Encourage the design of new commercial developments to be compatible with and provide greater connectivity between existing land uses.	Greater connectivity between activity centers, businesses, etc.	Businesses Developers Local Government	Ongoing
4	Enhance the pedestrian scale through well designed amenities.	Economic growth and expanded mobility options	Businesses Developers Local Government	Ongoing
5	Work with the Economic Development Department to create incentive programs that will help stimulate new regional commercial development and take full economic advantage of the high traffic volume on 9000 South.	Broad, stable economic base	Businesses Developers Local Government	Ongoing
6	Work with the Economic Development Department to create incentive programs that will attract and retain a proportion of small local businesses in all new retail developments.	Broad, stable economic base	Businesses Developers Local Government	Ongoing
7	Create additional policies and strategies to provide an attractive atmosphere to improve the overall shopping experience in order to retain and expand the current market base.	Economic growth and development	Businesses Developers Local Government	Immediate

Commercial Office Action Plan

	Action	Goal	Participation By	Time Frame
1	Encourage that new office uses be compatible with or built to a higher standard than the existing adjacent land uses.	Greater connectivity between activity centers, businesses, etc.	Businesses Developers Local Government	Ongoing
2	Encourage office uses that will provide economic growth and development for a wide range of employment opportunities.	Economic growth and development	Businesses Developers Local Government	Ongoing

3	Encourage transit ridership programs for commuting employees.	Expand mobility options	Businesses Local Government UTA	Immediate
4	Encourage new office development to provide greater connectivity between existing and proposed land uses.	Reduce travel demand and expand mobility options	Businesses Developers Local Government	Ongoing
5	Develop incentive programs to work with existing developers to incorporate the master plan strategies into projects that are already approved.	Economic growth and development/ greater connectivity	Businesses Local Government	Immediate
6	Encourage new office buildings where possible to be located close to the street, with structured or surface parking to the side or rear, particularly along 9000 South and State Street.	Expand mobility options/economic growth and development	Businesses Developers Local Government	Ongoing

Residential Action Plan

	Action	Goal	Participation By	Time Frame
1	Encourage housing choices to be expanded and encourage additional affordable housing opportunities in the area.	Expand housing choices	Developers Local Government	Short-Term
2	Encourage expanded service oriented business uses and other opportunities for local residents to take advantage of.	Integrate existing neighborhoods	Businesses Developers Local Government	Ongoing
3	Work with the Economic Development Department to create incentives for attracting neighborhood services within the retail environment.	Broad, stable economic base/ integrate existing neighborhoods	Businesses Developers Local Government	Ongoing
4	Buffer existing adjacent neighborhoods from more intensive uses.	Preserve and enhance existing neighborhoods	Developers Local Government	Ongoing
5	Develop housing in a way that is convenient and accessible to employment centers and public transit.	Reduce travel demand and expand mobility options	Developers Local Government	Immediate
6	Improve residential character and community image.	Preserve and enhance existing neighborhoods	Property Owners Local Government	Ongoing
7	Improve and protect the existing housing stock.	Preserve and enhance existing neighborhoods	Property Owners Local Government	Ongoing
8	Encourage pedestrian connections between residential uses.	Expand mobility options	Developers Local Government	Ongoing

9	Encourage and develop incentive programs to improve deteriorating housing, i.e, painting and/or fix-up programs.	Preserve and enhance existing neighborhoods	Property Owners Local Government State Government Federal Government	Ongoing
10	Encourage strict enforcement of codes and regulations.	Preserve and enhance existing neighborhoods	Local Government	Immediate

Transportation and Mobility Action Plan

Action		Goal	Participation By	Time Frame
1	Expand the raised median along 9000 South to cover the area from State Street to 700 West. Raised medians should also be located on State Street from 9000 South to 9400 South. Median openings only at signalized intersections. Medians will help restrict vehicles from making left turns and creating unsafe situations.	Create a safe situation for both vehicles and pedestrians along 9000 South	Businesses Developers Local Government	Long-Term
2	Design intersections for pedestrian friendly crossings.	Expand mobility options	Local Government	Ongoing
3	Improve internal street circulation as recommended in the plan to help facilitate additional linkages between streets and activity centers. Also provide access to land for development or redevelopment.	Expand mobility options/economic growth and development	Businesses Developers Local Government	Ongoing
4	Require that a detailed traffic impact study be conducted on a case by case basis by each developer for significant development or redevelopment projects in the study area.	Expand mobility options/economic growth and development	Businesses Developers Local Government	Immediate
5	Improve pedestrian connectivity between residences, community facilities, and activity centers.	Expand mobility options/economic growth and development	Businesses Developers Local Government	Ongoing
6	Encourage UTA to provide bus service that links the study area with nearby neighborhoods and other Sandy destinations on a more frequent basis.	Expand mobility options	Local Government UTA	Immediate
7	Develop an effective community trail system in the study area that is compatible with the City-wide trail system as adopted in the Sandy City Parks, Recreation and Trails Master Plan. Also bicycle lanes should be considered on some streets in the study area.	Preserve and enhance open space, greater connectivity between activity centers and expand mobility options	Businesses Developers Local Government	Ongoing

Parking Action Plan

Action	Goal	Participation By	Time Frame
1 Provide adequate parking to serve existing and new public and private developments. Encourage parking structures when possible.	Economic growth and development	Businesses Developers Local Government	Ongoing
2 Encourage developments that can use the same parking for different peak demands.	Reduce travel demand	Businesses Developers Local Government	Ongoing
3 Encourage parking to be located at the sides and rear of buildings.	Expand mobility options	Businesses Developers Local Government	Ongoing
4 Consolidate driveways to reduce curb cuts, traffic impacts, and potential conflicts with pedestrians.	Expand mobility options	Businesses Developers Local Government UDOT	Ongoing
5 Provide water conservation landscaping, especially shade trees in existing and new parking lots to upgrade their appearance, improve air quality, and create a more pleasant environment.	Preserve and enhance open space	Businesses Developers Local Government	Ongoing

Open Space, Trails and Landscape Action Plan

Action	Goal	Participation By	Time Frame
1 Encourage multi-use trails, where appropriate, using the existing canal system right-of-way.	Preserve and enhance open space and expand mobility options	Local Government Canal Companies	Ongoing
2 Provide information to recreationists and businesses in the area for employee use.	Increase recreation activity	Local Government Businesses	Ongoing
3 Encourage the development of private plazas or small parks in large office developments.	Preserve and enhance open space/economic growth and development	Businesses Developers Local Government	Ongoing
4 Encourage a landscape and lighting theme for the study area along 9000 South from State Street to 700 West. Consider using the same landscape and lighting theme that was used on the east side of State Street along 9000 South.	Enhance the area visually/economic growth and development	Businesses Developers Local Government	Ongoing

5	Encourage the enhancement and beautification of the 9000 South/I-15 Interchange along with other major gateways in the study area to help give residents and businesses a renewed sense of civic pride. Include the Beautification Committee in the planning of City gateways etc.	Enhance the area visually/economic growth and development	Businesses Developers Local Government	Ongoing
6	Encourage new residential development to provide pocket parks or other open space amenities for the residence in the area.	Preserve and enhance open space/ increase recreation activity	Local Government Developers	Ongoing

Property Condition Action Plan

Action	Goal	Participation By	Time Frame
1	Conduct a planning program to identify necessary improvements and develop a comprehensive maintenance improvement program.	Local Government Residents Business Owners Community Organizations	Short-Term
2	Enhance views of the area from the freeway to ensure an overall high visual quality as travelers enter the area from the freeway.	Businesses Developers Local Government	Ongoing
3	Encourage and enforce responsible landlord management of rental property through improved tenant selection and property maintenance.	Local Government Residents Property Mang. Comp.	Ongoing
4	Encourage rehabilitation and reuse of older and deteriorating commercial buildings (restoration of facades, etc.).	Businesses Developers Local Government	Ongoing
5	Eliminate and discourage future land uses that will degrade or contribute to decline of the area.	Businesses Developers Local Government	Ongoing
6	Encourage the redevelopment of underutilized properties and the development of vacant and cleared properties.	Businesses Developers Local Government	Ongoing

